



Manchester Goods Yard and No. 1 Grape  
Street – St. John's  
Addendum Planning Statement

August 2021

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# 1. Introduction

## Introduction

- 1.1 This Addendum Planning Statement (the 'Statement') accompanies an application for Minor Material Amendments to the approved plans and documents listed under Condition 2 of Planning Permission Ref.: 121511/FO/2018 (as amended by Non-Material Amendment Ref.: 123047/NMC/2019; 125223/NMC/2019 and 127790/NMA/2020) in respect of Manchester Goods Yard, St John's.
- 1.2 This Addendum Statement explains the extent and rationale for the proposed amendments and assesses them against key planning considerations. It should be read together with the approved planning documents including the Planning Statement (Deloitte Real Estate, October 2018), which provides further detail of the application site and context, development proposals planning policy context and site-specific issues.
- 1.3 The application is submitted to Manchester City Council by Manchester Quays Developments (MGY) Limited (the 'Applicant').

## Planning Background

- 1.4 The site forms part of the former ITV Quay Street Estate and will contribute to the creation of a new mixed-use neighbourhood, to be known as St John's over the next 10 years. St John's offers a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and deliver a best-in-class mixed use development.
- 1.5 St. John's represents a critical mass of land readily available to deliver comprehensive redevelopment and that work is now fully underway, with the regeneration project commencing construction in 2019 and due to complete the first new developments before the end of 2021, which will comprise Manchester Goods Yard and Globe and Simpson. Further development projects, such as The Factory and OGS, are due to complete in 2022.
- 1.6 Enterprise City will be a key anchor philosophy and driver for St. John's, and will underpin all that happens on the estate. It will comprise a unique offering of multi-studios for TV, film and music recording/production, entertainment, places to start a retail brand, a restaurant or a café, all anchored on 21st Century workspace infrastructure.
- 1.7 The neighbourhood will revolve around three core thematic pillars; 'living', 'culture' and 'enterprise'. The intention is to create a 'sustainable eco-system', comprising a vibrant mix of digital, technology and creative industries, rather than just a 'place of work'. Each building will be unique, whether it is a 'start-up' or a multinational corporation, and every business will find a space that is crafted and curated to fit its specific industry requirements.
- 1.8 Manchester Quays Limited believes that at the heart of any new digital and tech cluster are the creative industries. Any products that are made must be designed and advertise; they must have a purpose, and therefore there is engagement with the creative and digital industries at the heart of Enterprise City. These industries will be the foundations of the cluster, they are revered all over the world, and they shape our reputation abroad and power our economic growth at home.
- 1.9 Enterprise City has the opportunity to form an innovation district, a business community and workspace product in the city that will appeal to this increasingly popular way of working and this ever-growing target audience.
- 1.10 This concept involves developing a workspace product which is relatively simple, not over designed or engineered and places the emphasis on the occupier to stamp their own mark on the space by undertaking cost effective internal fit outs. The interiors should enable the occupier to design their own space rather than the developer.

- 1.11 On 14 December 2018, the Applicant secured Planning Permission (supported by an Environmental Impact Assessment ('EIA')) for the development of Manchester Goods Yard and No.1 Grape Street at St. John's.
- 1.12 The Manchester Goods Yard project and associated planning permissions were approved under 121511/FO/2018 on 14 December 2018, which approved the delivery of 39,915 sq. m. (NIA) of new commercial office, retail and leisure floorspace across two buildings; No.1 Grape Street and Manchester Goods Yard.
- 1.13 The description of development for Planning Permission ref. 121511/FO/2018 is as follows:
- "Erection of two buildings comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2) known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works."**
- 1.14 Amendments to this permission have been agreed through previous non-material amendment applications as follows:
- NMA 1 (123047/NMC/2019) - phasing boundaries established for No. 1 Grape Street and to remove T1 as a separate phase, as well as agreement to changes to the layout of levels 8 and 9 of MGY.
  - NMA 2 (125223/NMC/2019) - revision to MGY basement to allow for the connection to be facilitated between Globe and Simpson and MGY underground car parks.
  - NMA 3 (127790/NMA/2020) – revision to MGY and No.1 Grape Street to reduce the floor to floor heights by 300mm, reduce the distance between blocks and agree the relocation of both the canopy and smoke extract.
- 1.15 For completeness, the proposed amendments as described in this Statement relate to Manchester Goods Yard ('MGY') only; No.1 Grape Street is to remain wholly unchanged as part of the forthcoming amendment application.
- 1.16 Originally, the building was designed to accommodate a single tenant, Booking.inc., who have since reduced their overall requirement for space within the building. This has made the upper floors (level 6 and above) available for a new tenant to take space and the Applicant has secured an exciting new tenant that will provide a valuable contribution to St. John's as a whole.
- 1.17 This change to the building is in line with the overall strategy for Enterprise City, which seeks to allow tenants to take space and shape the fit out in line with their ambitions. The proposed amendments will make sure that the socio-economic benefits of the Proposed Development are fully realised once operational by maximising capacity and economic output.
- 1.18 The new tenant looking to take space within Manchester Goods Yard will be critical to the success of the area by driving forward the Enterprise City agenda for technologically innovative and pioneering businesses, highlight the fantastic array of talent and businesses who operate in Manchester and support the case for being renowned as a world class city, fit for the 21<sup>st</sup> Century.

## Proposed Amendments

- 1.19 In light of the tenant demand driven by the strong brand and concept behind Enterprise City, physical changes are required to the approved scheme and therefore necessitates an amendment application to be submitted for formal agreement.

1.20 The proposed amendments relate to MGY only and the forthcoming application for Variation of Condition (S.73) will be submitted to agree the following design changes:

- A roof element has been added to the previously proposed courtyard space that was originally included on Level 10 of the development.
- The ground floor layout has changed to create new varied sizes of commercial unit, which have been developed as a result of commercial interest in the spaces and to better connect with the mezzanine above.
- The ground floor reception for office tenants has now changed in order to allow for a multi-tenanted office building.
- The ground floor passageways through Manchester Goods Yard are now proposed to be closed off in order to create better activation on the ground floor on the perimeter of the building.

1.21 Given the scale of Manchester Goods Yard, the changes at roof level will be visually imperceptible and therefore constitutes a minor amendment as a result of increasing floorspace by circa 3%, with the overall floorspace compared to the previous approval set out below:

| Area                               | Measurement | As per 121511/FO/2018, as amended | Current proposal | Increase      |
|------------------------------------|-------------|-----------------------------------|------------------|---------------|
| <b>Total</b>                       | NIA         | 31,006 sq. m.                     | 32,129 sq. m.    | +1,123 sq. m. |
|                                    | GIA         | 47,967 sq. m.                     | 49,288 sq. m.    | +1,321 sq. m. |
| <b>Commercial (A1, A3, A4, D2)</b> | NIA         | 2,619 sq. m.                      | 3,047 sq. m.     | +428 sq. m.   |
|                                    | GIA         | 2,671 sq. m.                      | 3,116 sq. m.     | +445 sq. m.   |
| <b>Office use</b>                  | NIA         | 28,386 sq. m.                     | 29,081 sq. m.    | +695 sq. m.   |
|                                    | GIA         | 28,711 sq. m.                     | 29,402 sq. m.    | +691 sq. m.   |
| <b>Plant / circulation</b>         | NIA         | N/a                               | N/a              | N/a           |
|                                    | GIA         | 4,915 sq. m.                      | 5,100 sq. m.     | +185 sq. m.   |
| <b>Car park</b>                    | NIA         | N/a                               | N/a              | N/a           |
|                                    | GIA         | 11,669 sq. m.                     | 11,669 sq. m.    | No change     |

1.22 The maximum height of the building is broadly consistent with that previously approved, at just over 385mm higher than the latest NMA (127790/NMA/2020), but smaller than the original building design (121511/FO/2018) that was reduced in height by 300mm each floor as part of design development and approved by virtue of the latest non-material amendment.

1.23 The changes to the ground floor and mezzanine levels are to allow the building to adapt to a multi-tenanted strategy and to improve the quality and complementary nature of the ground floor uses. New facilities that will fall under approved Use Classes include a click and collect facility, café serving takeaway food and beverages, and additional spaces for the previously approved ground floor commercial units.

1.24 The proposed amendments will make the building more commercially robust and adaptable in the future, allowing it to withstand changes in tenant requirements or commercial occupiers who have

shown an interest in the building, which is critical to St. John's being a successful destination once it becomes operational later in 2021.

## Pre-Application Consultation

- 1.25 This application is submitted following pre-application consultation with officers at Manchester City Council with regard to the principles of the proposed amendments and the planning mechanism to be used.
- 1.26 Discussion with the Local Planning Authority (LPA) has confirmed support in principle for the revised proposals. It has been agreed that the planning mechanism that should be used for handling the changes is an application under Section 73 of the Town and Country Planning Act 1990, to amend Planning Permission ref. 121511/FO/2018 by variation of condition.

## Application Documentation

- 1.27 This Addendum Planning Statement should be read alongside the originally approved documents listed under Condition 2 of Planning Permission Ref.: 121511/FO/2018 (as amended by Non-Material Amendment Ref.: 123047/NMC/2019; 125223/NMC/2019 and 127790/NMA/2020) and the following documents submitted with this Minor Material Amendment application:
- Planning Application form, agricultural holdings certificate and ownership certificate A.
  - Application red-line boundary plan prepared by Chapman Taylor;
  - Revised elevations, plans and sections prepared by Chapman Taylor; and
  - Set of marked up revised elevations, plans and sections prepared by Chapman Taylor *for information only*.

## Document Structure

- 1.28 The remainder of this Addendum Statement is structured as follows:
- Section 2 – provides a more detailed description of, and rationale for, the proposed amendments.
  - Section 3 – assesses the proposed amendments against the approved application documents and key planning policy.
  - Section 4 – concludes by summarising the case for the grant of Planning Permission.

## 2. Proposed amendments and Rationale

### Introduction

- 2.1 This section explains the proposed amendments and rationale for the changes. It should be read alongside the revised plans, elevations and sections prepared by Chapman Taylor, which highlight the proposed changes.
- 2.2 The majority of construction activity for Manchester Goods Yard has now broadly completed, save for the elements that are subject to amendments as set out in this application and the public realm areas associated with the project.
- 2.3 The Use Classes that have been indicated within the previous planning consent (Use Classes A1/A2/A3/A4, B2 and / or D2) have been amended by the new Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force 1 September 2020.
- 2.4 Although these uses all now fall into Use Class E, for the purposes of this application and in this Statement the Use Classes will remain the same to retain consistency with the consented description of development.

### Proposed amendments

- 2.5 The amendments to the building are as follows:
- **Changes to Level 9** of the Proposed Development by virtue of additional roof structure to enclose this floor for a new tenant.
  - **Changes to the ground floor layout** following the inclusion of a new café at ground floor and a new click and collect facility, which is allowed for following the removal of the ground floor passageways that previously ran east to west within the building. The walkways are now proposed to be enclosed within a new line of curtain walling at the building's perimeter, and the public can still access these areas. There are now two reception desks at ground floor level to accommodate for multiple tenants within the office space.
  - **Changes to the access strategy to the mezzanine floors** above, which are all being brought forward in line with the previously consented uses. There is DDA compliant access to all areas within the mezzanine level and accessible toilets by using lift access.
- 2.6 The alterations to the ground floor, mezzanine and level 9 layout would contribute to an overall increase of floorspace by circa 3% with the overall floorspace totalling GIA: 49,288 m<sup>2</sup> (+1,320.26 m<sup>2</sup>).
- 2.7 The proposed amendments will increase the existing amount of commercial floorspace (Use Class A1, A2, A3, A4, D2 [now Class E(a),(b),(c),(d) and Sui Generis]) from 2,671 sq. m to 3,047 sq. m (GIA) and increase office space (Use Class B1 now Use Class E (g)) from 28,711 sq. m to 29,402 sq. m (GIA). The additional increase in floorspace beyond this are associated with new plant spaces required to service additional internal areas proposed.
- 2.8 All of these uses have permission to form part of the overall proposal, including the new click and collect facility that is being provided on the ground floor of the development.
- 2.9 The details of each change physical change are set out below under their respective subheadings, providing rationale for the proposed changes.

## **Alteration to roofscape to create additional office floorspace**

- 2.10 The consented scheme sought to split level 9 into six work studios and a shared amenity space in the form of a terrace within the centre of the floorplate, which were subsequently amended to combine these spaces into a continuous floorplate. This revised area surrounded a roof top terrace that was sunken into the roof level to provide new external amenity space for tenants.
- 2.11 The proposals set out in this Statement seek to increase the amount of office (Use Class B1, now Use Class E(g)) floorspace within Manchester Goods Yard on level 9 through the construction of a new partial roof enclosure onto the previously proposed terrace area on the development.
- 2.12 The new roof would therefore fully enclose level 9 as internal space, but this change would not be visible from street level due to being set back from the building's roofline. Therefore, these alterations to the roofscape will predominantly sit within the height and massing of the approved scheme and would therefore not create any visual or amenity impact to the immediate surroundings.
- 2.13 Within this context, the delivery of additional Grade A office (Use Class B1 now Use Class E (g)) floorspace will result in an overall enhancement to the scheme through ensuring that the level of office floorspace is maximised, attractive to the incoming tenant and retain the high architectural quality of the design.
- 2.14 The proposals are a direct response to growing interest from an unnamed tenant to deliver high grade office spaces with larger floorplates within Manchester City Centre. Manchester Goods Yard will benefit from creating office spaces that are highly adaptable and flexible to the changing requirements of future tenants, in line with the Enterprise City strategy.
- 2.15 The development will continue to provide an office-led scheme that is fully in accordance with the adopted Manchester Core Strategy by ensuring the design makes the most efficient use of space whilst considering the needs of its users.
- 2.16 The proposed amendments are of a similar scale to those within NMA 1, which sought to alter the internal layout of level 8 and 9 by reducing the amenity space to create additional office space driven by tenant requirements. The changes within NMA 1 created no additional impact as the scale and massing remained the same and therefore this amendment should be assessed with the same regard.

## **Alteration to ground floor and mezzanine layout**

- 2.17 In summary, the amendments seek to alter the ground and mezzanine floor layout of Manchester Goods Yard as follows:
- Accommodate further commercial units designed to facilitate a diverse ground floor and support the commercial office occupiers with facilities including click and collect and cafe. This change to the ground floor also reflects changes to the mezzanine level and provides multi-level access to retail units. The mezzanine is also now proposed to accommodate a series of flexible meeting room and breakout spaces.
  - Alter the configuration of the ground floor reception to provide a more suitable layout and provide an entrance that is adaptable to hosting the requirements of multiple tenants.
  - Removal of the public ground floor east to west cut throughs on the ground level of the building, whilst maintaining public access with entrances and routes from north to south. The public will still be able to access the ground floor spaces in their entirety; the click and collect facilities and the café that is accessed off the main lobby space, as well as all other ground floor commercial units that are accessed without needing access to the main office lobby.
- 2.18 The change as summarised in each of the bullets above is set out against each of the subheadings below to provide further detail.

## **Ground and mezzanine floor**

- 2.19 The alterations to the ground floor will comprise the replacement of the four consented commercial units with three larger office units (Use Class B1 now Use Class E (g)). These larger internal spaces

enable Manchester Goods Yard to become an adaptable mixed-use building that can alter the layout of commercial units, as suited by the tenants with only minor internal changes taking place.

- 2.20 Previously, the consented plans were to accommodate a single tenant reception area and breakout space within the centre of the ground floor, which was not connected to the adjoining commercial units located around the perimeter of the ground floor and within the above space at mezzanine level. This will be transformed to create a large open plan reception area that will provide multiple reception desks, provision of seating and a more direct route towards the lifts from the main entrance located off Studio Way. The increase in size of this ground floor reception is accommodated by the removal of the east-west routes through the ground floor of the building.
- 2.21 The previously consented passageways provided limited benefits to the permeability of the area and did not make the most efficient use of space within Manchester Goods Yard for incoming tenants. By enclosing the passageways, this has enabled for the ground floor layout to be reconfigured to create more space for the proposed reception alterations, a new café as well as a new click-and-collect facility. The public realm will provide a permeable, accessible, and attractive means of access in and out of MGY and around the wider St. John's estate.
- 2.22 The new reception will be complemented by the proposed amendments being made to the mezzanine above. This involves the creation of a winter garden that will provide an extra level of amenity space within Manchester Goods Yard and is comprised of a mixture of high-quality planting and seating. The planting will overhang across the railing between the mezzanine level and the reception area at ground floor to create a more striking and attractive visual element to the reception.
- 2.23 Previously, the mezzanine included on the ground floor of Manchester Goods Yard was separated from the eastern and western wings of the building to accommodate the consented ground floor passageways. The proposed closing up of the passageways enables for the mezzanine to increase its functionality and overall design quality. A meeting suite will be included on the mezzanine level to provide additional space for employees to undertake meetings or work within a private and comfortable space.

## Section 73 Procedure

- 2.24 It has been agreed with the Local Planning Authority that the Proposed amendments to the approved scheme as outlined above are minor material.
- 2.25 The proposed amendments are therefore submitted for consideration via an application to substitute drawings and submit Addendum Statements to the documents listed in Condition 2 of Planning Permission Ref. 121511/FO/2018 (as amended by Non-Material Amendment Ref.: 123047/NMC/2019; 125223/NMC/2019 and 127790/NMA/2020) using the procedure set out in Section 73 of the Town and Country (Planning) Act 1990 (as amended).
- 2.26 For ease of reference, Condition 2 is set out in Appendix B to this Statement along with revisions to each condition that has previously secured discharge of planning conditions. Table 1 sets out the originally approved drawings and documents, the revisions approved under the original application and as amended by subsequent non-material amendment application and the proposed substitute drawings and documents.

**Table 1: Application Drawings**

| Current Approved Plans (Ref.: 121511/FO/2018 (as amended by Non-Material Amendment Ref.: 123047/NMC/2019; 125223/NMC/2019 and 127790/NMA/2020)) | Proposed Drawing Reference                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| SJQ-600-CTA-XX-B02-DR-A-07100 Rev 07 GENERAL ARRANGEMENT PLAN - BASEMENT B02 FLOOR PLAN                                                         | No changes.                                                                  |
| SJQ-600-CTA-XX-B01-DR-A-07101 Rev 08 GENERAL ARRANGEMENT PLAN - BASEMENT B01 FLOOR PLAN                                                         | No changes.                                                                  |
| SJQ-600-CTA-XX-L00-DR-A07102 Rev 06 GENERAL ARRANGEMENT PLAN - GROUND FLOOR PLAN                                                                | SJQ-600-CTA-XX-L00-DR-A-07102-P07<br>LEVEL 00 FLOOR PLAN GENERAL ARRANGEMENT |

| Current Approved Plans (Ref.: 121511/FO/2018 (as amended by<br>Non-Material Amendment Ref.: 123047/NMC/2019;<br>125223/NMC/2019 and 127790/NMA/2020)) | Proposed Drawing Reference                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| SJQ-600-CTA-XX-L00M-DR-A-07103 Rev 06 GENERAL<br>ARRANGEMENT PLAN – MEZZANINE LEVEL FLOOR PLAN                                                        | SJQ-600-CTA-XX-L00M-DR-A-07103-P07<br>MEZZANINE FLOOR PLAN GENERAL ARRANGEMENT      |
| SJQ-600-CTA-XX-L01-DR-A-07104 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 01 FLOOR PLAN GENERAL                                                        | No changes.                                                                         |
| SJQ-600-CTA-XX-L02-DR-A-07105 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L03-DR-A-07106 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 03 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L04-DR-A-07107 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 04 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L05-DR-A-07108 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 05 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L06-DR-A-07109 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 06 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L07-DR-A-07110 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 07 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L08-DR-A-07111 Rev 07 GENERAL<br>ARRANGEMENT PLAN - LEVEL 08 FLOOR PLAN                                                                | No changes.                                                                         |
| SJQ-600-CTA-XX-L09-DR-A-07112 Rev 07 GENERAL<br>ARRANGEMENT PLAN - LEVEL 09 FLOOR PLAN                                                                | SJQ-600-CTA-XX-L09-DR-A-07112-P08<br>LEVEL 09 FLOOR PLAN GENERAL ARRANGEMENT        |
| SJQ-600-CTA-XX-LRF-DR-A-07113 Rev 06 GENERAL<br>ARRANGEMENT PLAN - LEVEL 10 (ROOF) FLOOR PLAN                                                         | SJQ-600-CTA-XX-LRF-DR-A-07113-P07<br>LEVEL 10 (ROOF) FLOOR PLAN GENERAL ARRANGEMENT |
| SJQ-600-CTA-XX-XX-DR-A-07200 Rev 07 PROPOSED EAST<br>ELEVATION                                                                                        | SJQ-600-CTA-XX-XX-DR-A-07200-P08<br>PROPOSED EAST ELEVATION                         |
| SJQ-600-CTA-XX-XX-DR-A-07202 Rev 07 PROPOSED WEST<br>ELEVATION                                                                                        | SJQ-600-CTA-XX-XX-DR-A-07202-P08<br>PROPOSED WEST ELEVATION                         |
| SJQ-600-CTA-XX-XX-DR-A-07201 Rev 06 PROPOSED SOUTH<br>ELEVATION                                                                                       | No changes.                                                                         |
| SJQ-600-CTA-XX-XX-DR-A-07203 Rev 06 PROPOSED NORTH<br>ELEVATION                                                                                       | SJQ-600-CTA-XX-XX-DR-A-07203-P07<br>PROPOSED NORTH ELEVATION                        |
| SJQ-600-CTA-XX-XX-DR-A-07204 Rev 05 PROPOSED SOUTH<br>SECTION / ELEVATION, BLOCK 03                                                                   | SJQ-600-CTA-XX-XX-DR-A-07204-P06<br>PROPOSED SOUTH ELEVATION, BLOCK 03              |
| SJQ-600-CTA-XX-XX-DR-A-07205 Rev 05 PROPOSED NORTH<br>SECTION / ELEVATION, BLOCK 03                                                                   | SJQ-600-CTA-XX-XX-DR-A-07205-P06<br>PROPOSED NORTH SECTION / ELEVATION, BLOCK 03    |
| BLOCK 03; SJQ-600-CTA-XX-XX-DR-A-07206 Rev 05 PROPOSED<br>SOUTH SECTION / ELEVATION                                                                   | SJQ-600-CTA-XX-XX-DR-A-07206-P06<br>PROPOSED SOUTH SECTION / ELEVATION, BLOCK 02    |
| SJQ-600-CTA-XX-XX-DR-A-07207 Rev 05 PROPOSED NORTH<br>SECTION / ELEVATION, BLOCK 02                                                                   | SJQ-600-CTA-XX-XX-DR-A-07207-P06<br>PROPOSED NORTH SECTION / ELEVATION, BLOCK 02    |
| SJQ-600-CTA-XX-XX-DR-A-07208 Rev 05 PROPOSED SOUTH<br>SECTION / ELEVATION                                                                             | SJQ-600-CTA-XX-XX-DR-A-07208-P06<br>PROPOSED SOUTH SECTION / ELEVATION, BLOCK 01    |
| SJQ-600-CTA-XX-XX-DR-A-07209 Rev 05 PROPOSED NORTH<br>ELEVATION No.1 Grape Street;                                                                    | No changes.                                                                         |
| SJQ-600-CTA-XX-XX-DR-A-07300 Rev 05 PROPOSED SECTION A-<br>A                                                                                          | No changes.                                                                         |
| SJQ-600-CTA-XX-XX-DR-A-07301 Rev 05 PROPOSED SECTION B-B                                                                                              | SJQ-600-CTA-XX-XX-DR-A-07301-P06<br>SECTION B-B                                     |

| Current Approved Plans (Ref.: 121511/FO/2018 (as amended by<br>Non-Material Amendment Ref.: 123047/NMC/2019;<br>125223/NMC/2019 and 127790/NMA/2020)) |                                                                | Proposed Drawing Reference |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------|
| SJQ-600-CTA-XX-XX-DR-A-07400 Rev 05 DETAILED ELEVATION STUDY                                                                                          | No changes.                                                    |                            |
| SJQ-600-CTA-XX-XX-DR-A-07502 Rev 06 NEW RED LINE APPLICATION BOUNDARY OPTION 2                                                                        | No changes.                                                    |                            |
| Planning Statement Addendum dated October 2018                                                                                                        | Planning Statement Addendum dated August 2021                  |                            |
| EIA Addendum (Volume 1 and 2 and Non-Technical Summary) dated October 2018                                                                            | No changes, unless set out in this Planning Statement Addendum |                            |

- 2.27 The full revised wording of Condition 2 and other conditions that have since been discharged are set out in Appendix B to this Planning Statement Addendum.

# 3. Key Planning Considerations

## Introduction

- 3.1 This section considers and assesses the proposed amendments in the context of the approved scheme and key planning issues presented at the time of consideration of the original planning application.
- 3.2 Where appropriate, input into this section has been provided by the technical consultants who prepared the original assessments following a detailed review of the proposed amendments.

## Application Documentation Changes

- 3.3 The following section reviews the application documents / technical assessments submitted with the approved application in light of the proposed amendments to the scheme.

**Table 2: Material impact of amendments on approved Application Documents listed in Condition 2**

| Document                                                                                      | Effect of changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Red line boundary plan                                                                        | No change – the red line boundary is not affected by the proposed amendments.                                                                                                                                                                                                                                                                                                                                                                                                      |
| Existing site plan, proposed scheme plans, elevations and sections prepared by Chapman Taylor | No change to the existing site plan.<br><br>The proposed drawings will be amended to reflect minor material amendments as set out within the application.                                                                                                                                                                                                                                                                                                                          |
| Supporting Planning Statement prepared by Deloitte Real Estate                                | As updated by this Addendum Planning Statement, the positive contribution that the development will make to its immediate location, the Regional Centre and wider City Region remains unchanged.<br><br>The development will continue to deliver a sustainable mixed-use development of the highest quality that will play a large part in the regeneration associated with St. John's as an initial phase, in line with the promotion of Allied London's Enterprise City Concept. |
| Design and Access Statement prepared by Chapman Taylor                                        | Overall, the design philosophy, approach and building access arrangements remain substantially unchanged. No further addendum is required to the Design and Access Statement, with the changes to the Proposed Development set out and justified in this Planning Statement Addendum that explains the proposed design amendments and how they will maintain the high quality of the approved scheme.                                                                              |

| Document                                                             | Effect of changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Statement of Community Involvement prepared by Deloitte Real Estate  | Through pre-application discussions it has been agreed by MCC that the proposed amendments are considered to comprise a S.73 application due to the changes going beyond the ambit of what is typically considered a non-material change. A statutory consultation process will take place following submission of this application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Archaeological Desk-Based Assessment prepared by Salford Archaeology | No change. Additional archaeological information was submitted in accordance with the requirements set out by Condition 39 of the original planning consent (Ref: 121511/FO/2018) and has been agreed by way of Condition Discharge. This comprised an Archaeological Evaluation Report and accompanying documents as prepared by Salford Archaeology. The proposed amendments will not affect the conclusions made within this report as these works have been undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Environmental Standards Statement prepared by CWC                    | <p>The proposed amendments to MGY will not result in any changes to the conclusions made within the Environmental Standards Statement.</p> <p><u>Energy Efficiency</u></p> <p>The commercial retail and office areas of MGY will continue to achieve an improvement over 2013 Building Regulations.</p> <p><u>Renewable Energy</u></p> <p>Renewable energy on site may potentially be provided in future by a district CHP system, which will form part of a separate application.</p> <p><u>Environmental Design / BREEAM</u> – see below for assessment.</p> <p><u>Water Management and Weather Resilience</u></p> <p>The ratio of impermeable area to soft landscaping has not changed significantly. Overall, there will be no impact on surface water run-off as a result of the proposed amendments to MGY.</p> <p>Water consumption for MGY will continue to be monitored as part of the energy / resource monitoring system, together with a flow monitoring system that will sound an audible alarm if unusually high flows, indicative of a water leak, are detected.</p> <p><u>Waste Management</u> – Please see below.</p> <p><u>Construction Management</u> - MGY is supported by a Framework Construction Management Plan. The proposed amendments will be constructed in accordance with the</p> |

| Document                                                   | Effect of changes                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                            | <p>methods and practices set out within to minimise the impact during construction.</p> <p><u>Biodiversity</u> – See below Ecological Assessment.</p> <p><u>Waterways</u> - See below Flood Risk Assessment and Drainage Strategy.</p>                                                                                                                                                                                                                                 |
| BREEAM Pre-Assessment prepared by CWC                      | The office and retail spaces within MGY achieved a BREEAM Pre-Assessment rating of ‘very good’ in the currently approved scheme. The minor amendments will be designed using the same construction and design methods in order to maintain this standard.                                                                                                                                                                                                              |
| Energy Statement prepared by CWC                           | No change. Manchester Goods Yard has been carefully designed to reduce its demand for energy by incorporating a number of energy efficiency measures and feasible low and zero carbon technologies. The proposed changes to MGY are not considered to reduce the buildings capability to reduce its carbon emission savings over Part L (2013) of the Building Regulations as the alterations will be designed using the same low energy practices.                    |
| Ecological Assessment prepared by ERAP                     | The Ecology Report had concluded that MGY would not have an adverse direct effect in regard to biodiversity but would help to secure ecological enhancement for wildlife such as birds and bats. The proposed changes will not change the conclusions made in this assessment due to the small nature of the changes.                                                                                                                                                  |
| Crime Impact Statement prepared by GMP                     | The proposed amendments to the internal layout of MGY will increase the level of security. Within the submitted Crime Impact Statement it was recommended that there should be robust control of access in/and around the buildings. The closure of the consented passageways will deliver this control as it will be including doorways that can be locked as required.                                                                                               |
| Travel Plan Framework prepared by Vectos                   | No change. There will be no change to the conclusions made within the Travel Plan Framework. Although there is an increase in the amount of commercial space within MGY, there is no increase in car parking. Therefore, MGY will continue to maximise on its highly sustainable location by encouraging trips by sustainable transport modes such as bike, walk, tram, bus, train. The Travel Plan will need to be approved by way of subsequent condition discharge. |
| Waste Management and Servicing Strategy prepared by Vectos | The Servicing Strategy has largely remained in line with the consented scheme, with MGY serviced off Studio Way and the route between MGY and T1.                                                                                                                                                                                                                                                                                                                      |

| Document                                               | Effect of changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                        | <p>Similarly, the increase in commercial office floorspace on level 9 may result in additional vehicle trips via waste collection and servicing in combination with these units and office floorspace, but these are considered acceptable in terms of impact on the local highway network.</p> <p>On this basis, there is no material change to the approved waste and servicing strategy for Manchester Goods Yard, which has been confirmed by Vectos who prepared the original Assessment.</p>                                                                                                                                                                                                                                                            |
| TV Reception Survey prepared by GTech Surveys          | <p>No change. The maximum height of the building is broadly consistent with that previously approved, at just over 385mm higher than the latest NMA (127790/NMA/2020), but smaller than the original building design (121511/FO/2018) that was reduced in height by 300mm each floor as part of design development.</p> <p>As such, the amendments are not considered to be likely to result in a change to the conclusions of the original survey, which also identified a range of mitigation measures should interference be experienced in the potential impact area following development. A planning condition is attached to the current planning permission that requires the submission of a further study prior the development being operated.</p> |
| Ventilation Strategy prepared by SAL                   | <p>No changes save for the additional ventilation required to the internal space now proposed at level 9, which requires additional ductwork to this space. However, the overall ventilation strategy and plant requirements remains the same as originally proposed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Ground Conditions prepared by RoC Consulting / Curtins | <p>No change. Additional ground conditions information was submitted in accordance with the requirements set out by Condition 36 of the original planning consent (Ref: 121511/FO/2018) and has been agreed by way of Condition Discharge. This comprised a revised Phase 2 Site Investigation Report and accompanying drawings as prepared by Curtins. The proposed amendments will not affect the conclusions made within this report.</p>                                                                                                                                                                                                                                                                                                                  |
| Wind Microclimate Prepared by Urban Microclimate       | <p>A Wind Microclimate Study will be undertaken as required by Condition 23 of the approved scheme and will be submitted in due course to test the 'as built' scenario and confirm there are no wind issues that require additional mitigation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Daylight, Sunlight and Overshadowing prepared by Watts | <p>No change. The maximum height of the building is broadly consistent with that previously approved, at just over 385mm higher than the latest NMA (127790/NMA/2020),</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Document                                                         | Effect of changes                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                  | <p>but smaller than the original building design (121511/FO/2018) that was reduced in height by 300mm each floor as part of design development.</p> <p>Mitigation will not be required as the building is near completion and is considered to be minor.</p>                                                                                                                                                          |
| Air Quality Impact Assessment prepared by Hilson Moran           | No change. An Air Quality Assessment was submitted within the consented scheme that had identified that the impact on air quality was considered negligible. A range of mitigation measures was introduced in the form of the promotion of sustainable modes of travel within the Travel Plan Framework. The proposed amendments will not change these conclusions and will continue to follow these recommendations. |
| Noise Assessment prepared by Sandy Brown                         | No change. The proposed amendments will be subject to the same indicative acoustic ratings for glazing and ventilators to meet the requirements set by MCC and will incorporate the same recommendations outlined in the Noise Assessment where necessary.                                                                                                                                                            |
| Flood Risk and Drainage Strategy prepared by RoC Consulting      | No change. Additional drainage information was submitted in accordance with the requirements set out by Condition 26 of the original planning consent (Ref: 121511/FO/2018) and has been agreed by way of Condition Discharge. This comprised a revised Drainage Strategy and accompanying drawings as prepared by Curtins. The proposed amendments will not affect the conclusions made within this report.          |
| Original Explosive Ordnance Threat Assessment prepared by Planit | The assessment suggested that a UXO Threat Mitigation Strategy is required to be in place during the intrusive engineering works in the site area of concern. The building is near completion and the proposed amendments will not require any intrusive engineering works so will therefore not cause any additional impact/risk.                                                                                    |

## Environmental Impact Assessment

- 3.4 The Original Planning Application was supported by an Environmental Impact Assessment that covered a number of topic areas and provided detailed assessment of the likely significant environmental effects that may be generated as a result of the Proposed Development.
- 3.5 As this application represents a material change to the scheme, the EIA that supported the application has been reviewed in light of the proposed changes to understand whether there would be any significant Environmental Impacts beyond those previously set out in the application dated October 2018.
- 3.6 In summary, the project is currently under construction and is due for completion in Q4 2021. To accommodate a new tenant taking space on the upper floors of Manchester Goods Yard, changes are sought to the final design of the ground, mezzanine and level 9 of the building. These changes have

been discussed in detail and agreed with the Local Planning Authority and are set out in detail within Section 2 of this Planning Statement Addendum and updated drawings.

- 3.7 No changes are proposed to the No.1 Grape Street element of the proposals approved under 121511/FO/2018, as amended, and the final details of the public realm are in the process of being agreed with the Local Planning Authority via condition discharge.
- 3.8 As noted above, the Approved Development (121511/FO/2018) was supported by an EIA the extent of which was informed by a formal EIA Scoping process undertaken in dialogue with the LPA and other relevant stakeholders. This Scoping Exercise was undertaken following the latest update to the EIA Regulations (2017) and therefore remains valid with regard to screening criteria, scoping and the methodology for technical assessment.
- 3.9 A further EIA Screening Request, submitted in May 2021, considered whether the conclusions of the approved EIA in respect of each of the above disciplines would need to be modified and require reassessment as a result of the proposed amendments and therefore whether the EIA needs to be updated for the Section 73 application.
- 3.10 The conclusions of the EIA technical assessments in terms of both stand-alone impacts and in cumulative impacts have not changed as a result of the proposed amendment or additional developments in the area. It is therefore considered that the proposed amendments would not result in any significant cumulative impacts when considered alongside other committed development and/or proposed development close to the Site.
- 3.11 The Local Planning Authority confirmed their agreement with this assessment on 04 August 2021 and concluded that, whilst the EIA did not need to be updated, a summary should be provided in the Planning Statement Addendum to confirm that these technical elements of the project would remain unchanged.
- 3.12 As such, a summary of each topic area has been provided below that was assessed as part of the approved Environmental Impact Assessment, which provides the conclusions of the previous assessment and how the changes to the scheme have affected each topic area.

### Construction Management and Phasing

- 3.13 In relation to the construction methodology set out in EIA Volume 1 dated October 2018, there is no change to either Chapter 5 or supporting Technical Appendices 5.1, which has since been developed via discharge of planning condition (CDN/19/0382).
- 3.14 This information and construction methodology provide details regarding site-specific mitigation measures required to control the impact of the Proposed Development, as set out in Chapter 5 and cross-referenced in Chapters 6-15 as relevant. The construction phase is now broadly complete, and the remaining works require the delivery of public realm, highways works and internal fit out.

### Socio-economic Impact

- 3.15 The scheme changes set out in this Statement have been reviewed by ekosgen to provide an update on how the changes impact the previous socio-economic impact assessment in the Environmental Statement dated October 2018.
- 3.16 It is considered that, due to the minor increase in the overall floorspace within MGY, the proposed amendments would not result in any significant cumulative impacts when considered alongside other committed development and / or proposed development close to the site in relation to socio-economic impact.
- 3.17 It is considered that the increase in potential full time equivalent (FTE) employees would continue to result in a moderate to major beneficial impact regarding employment and local expenditure. All other socio-economic effects would remain either negligible or minor beneficial.

### Traffic and Transport

- 3.18 The proposed amendments would not impact the conclusions of the traffic and transportation EIA Chapter as the overall number of car parking spaces remains the same and the development remains

in a highly sustainable city centre location. Extensive cycle parking facilities are also provided within MGY to support the employee and visitor access to the area.

- 3.19 The horizon years that were used to form the previous transport assessment assumed that the approved scheme would be complete by 2023. Similarly, the baseline for the scheme accounted for traffic that was previously utilising the parking facilities that previously formed part of the ITV Granada Studios estate.
- 3.20 The cumulative developments that were included in the calculations of vehicle trips as part of this assessment have been reviewed and it is considered that no further developments have come forward that would change the impact previously set out. It is therefore considered that the proposed amendments would not result in any changes to the conclusions of the EIA chapter.
- 3.21 In summary, the operational effects set out in the October 2018 EIA are unchanged and remain valid, in terms of cumulative or residual impact, or supporting technical appendices.

### Air Quality

- 3.22 The approved Air Quality EIA chapter prepared by Hilson Moran concluded that with the implementation of mitigation measures the residual effects would not be significant (i.e. minor adverse/ negligible). In line with the summary of changes to the transport chapter set out above, the amount and timing of vehicle trips during the operational phase of development is likely to remain broadly unaffected.
- 3.23 The proposed amendments will not change the mitigation measures proposed as the potential impacts are broadly consistent with the originally approved scheme; therefore, it is considered that the proposed amendments would not result in any changes to the conclusions of the EIA chapter.
- 3.24 In summary, the operational effects set out in the October 2018 ES are unchanged and remain valid and this EIA Addendum confirms that there are no changes to conclusion of the EIA Chapter, in terms of cumulative or residual impact, or supporting technical appendices.

### Noise and Vibration

- 3.25 Sandy Brown, the authors of the approved EIA chapter, have reviewed the package of information relating to the proposed amendments, including the proposed mitigation measures, and confirmed that the conclusions of the EIA will not change in relation to Noise and Vibration as a result of the proposed amendments.
- 3.26 The approved EIA chapter concluded that the effects of vibration are greatest when the basement excavation works take place area but are not of significance when the buildings themselves are being constructed. Construction noise was therefore considered to be of minor adverse significance, and a phased construction programme and process of mitigation and controlled site working was suggested in order to avoid a greater impact during this phase of work.
- 3.27 It should be noted that all the construction phase impacts have broadly taken place, given the status of project delivery, and this has been managed by regular updates by the contractor, Lend Lease, to all surrounding neighbours and building managers.
- 3.28 The final details of acoustic attenuation, forming the mitigation measures for the project, are to be agreed by way of condition discharge. On this basis, the original EIA Chapter remains up to date.

### Townscape and Visual Impact

- 3.29 The author of the TVIA chapter, Chris Burnett Associates, has reviewed the proposed design changes and has confirmed that there will be no change to the conclusions of the TVIA chapter in the EIA as a result of the proposed amendments to Manchester Goods Yard. It is considered that the changes at ground and roof level would not be perceptible in either short- or long-range views that have previously been tested.
- 3.30 On the basis that there will be no change to the conclusions of Chapter 10 in terms of cumulative or residual impact, and the Proposed Development would continue to result in a minor to moderate beneficial impact on townscape receptors.

## Built Heritage

- 3.31 The author of the Heritage chapter from the Original 2018 ES, Stephen Levrant Heritage Architecture, has reviewed the proposed changes to Manchester Goods Yard and confirmed that there will be no change in impact in relation to heritage.
- 3.32 The potential impacts generally relate to the setting of identified heritage assets and the changes to Manchester Goods Yard would not affect these identified assets in view. Mitigation for any perceived instances of adverse harm would be accrued by the identified public benefits of the Proposed Development, which are bolstered through the increase in overall employment floorspace.

## Flood Risk and Drainage

- 3.33 Similar to the Ground Conditions chapter, much of the infrastructure to provide the site drainage and necessary mitigation for the new development as part of St. John's has now been installed in line with the agreed approach. Management techniques to control pollutants entering existing watercourses during the construction have also been employed to mitigate the impact of this phase, which is set out in the approved Construction Management Plan.
- 3.34 The operational approach provides a new surface water drainage system that outfalls into the River Irwell in order to reduce the overall surface water run off rate. All foul water generated by the development will be discharged at an un-restricted rate into the adjacent adopted sewer. The Proposed Development provides an improvement of the wider area and assists in addressing a recognised problem regarding surface water drainage as set out in the Manchester Strategic Flood Risk Assessment.

## Ground Conditions and Contamination Risk

- 3.35 In terms of changes that have relevance to the Ground Conditions Chapter (13) of the EIA, all the works to remediate the site have now been undertaken and completed in 2019 as part of the basement excavation works.
- 3.36 A letter summarising the validation of this remedial work is currently being prepared and will be submitted by way of Condition Discharge application (Condition 37) in order to confirm sources of potential contamination have been removed from site.
- 3.37 In relation to the operational phase of development, this remediation of the site will still result in a minor beneficial impact for site end users. On this basis, the conclusions previously set out in the Ground Conditions Chapter of the Original 2018 EIA remain.

## Sunlight, Daylight and Overshadowing

- 3.38 In combination with the other developments that formed part the Original 2018 EIA, comprising T1, T2, and St. John's Place, the overall scheme was considered to have a moderate to major adverse impact on identified residential receptors. The revised proposals have been reviewed by the original chapter author, Watts.
- 3.39 Regarding the original assessment and scale of the Proposed Development, the overall impact on daylight and sunlight was considered to be less than would be expected in a typical City Centre high rise development; only one property is significantly affected. This impact is generally driven primarily by the taller elements of the masterplan, including the 36 and 32 storey T1 and T2 proposals and the 51 storey St. John's Place tower.
- 3.40 Given the Manchester Goods Yard changes only result in an imperceptible change to the roof level of this lower rise element of the overall development, which result in a very minor increase in height against the most recent decision notice in line with the NMA but lower than the original building height tested in the Original 2018 EIA, there will be no change to the conclusions of the original chapter.

## Wind Microclimate

- 3.41 The Original 2018 ES has been reviewed by the chapter author, Urban Microclimate, in light of the scheme amendments set out in this Statement. In summary, the assessment approach, methodology, policy context and baseline conditions set out in the October 2018 ES Wind Microclimate chapter (ES Vol I, Chapter 15) remain valid.
- 3.42 The changes at roof level may have an impact on the overall wind speeds, but these are not considered likely to create an unacceptable environment with regard to wind microclimate. It is recognised that the wind mitigation would need to be retested in order to discharge relevant planning conditions and confirm that the 'as built' mitigation measures are sufficient to reduce any potentially significant effects that have been set out in the chapter.
- 3.43 This will include a modelling the wind results of the building as proposed, developments that are currently under construction and the proposed mitigation measures, and confirm that proposed areas are suitable for different types of activity proposed in line with the Lawson Criteria.

## EIA Conclusion

- 3.44 In view of the information set out in this EIA Addendum Statement, it can be concluded that there will be no significant effects on the environment, on or close to the application site, beyond those already identified and mitigated for within the EIA dated October 2018, as a result of the proposed amendments to Manchester Goods Yard.
- 3.45 As such, there are no changes required to the Non-Technical Summary of the EIA and the Technical Appendices (Volume 2) remain the same.

## Planning Policy and Material Considerations

### Local Planning Policy – the Development Plan

- 3.46 There has been no change in local planning policy since the Planning Permission was granted. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document for Manchester.
- 3.47 Overall, it is considered that the nature of the proposed minor material amendments to the approved scheme means that it remains in full accordance with the key spatial principles of the Core Strategy, which is set out below against each relevant policy.

### Manchester Core Strategy (adopted 2012), Saved UDP Policies (1995) and Supplementary Planning Documents

- 3.48 **Policy CC1 Primary Economic Development Focus: City Centre and Fringe** – The proposed amendments will increase the existing amount of commercial floorspace (Use Class A1, A2, A3, A4, D2 [now Class E(a),(b),(c),(d) and Sui Generis]) from 2,671 sq. m to 3,047 sq. m (GIA) and increase office space (Use Class B1 now Use Class E (g)) from 28,711 sq. m to 29,402 sq. m (GIA). Therefore, the amended scheme will be able to deliver a more intensive use of employment land whilst being able to provide a mixture of economic development uses such as retail within a high-density and high-quality building.
- 3.49 **Policy CC2 Retail and Policy DC10.1 Food and Drink** – The proposed amendments will increase the retail offer within Manchester Goods Yard by creating a new café (Use Class A3 now Use Class E(c)) at the ground floor as well as a new click-and-collect facility (Use Class A1 now Use Class E(a)) but would not compete with the retail provision within the Primary Shopping Area in the City Centre. The servicing strategy for the building has been amended slightly to include new loading and unloading bays
- 3.50 **Policy CC6 City Centre High Density Development** – The proposed scheme will continue to deliver a close-knit urban development with a variety of uses intertwined to accommodate a layering of uses, which include high-quality office spaces and a new retail offer. As the scheme will not reduce the

scale, massing and height of the building, Manchester Goods Yard will continue to provide high-density development within the City Centre.

- 3.51 **Policy CC7 Mixed Use Development** – The proposed amendments will increase the mixture of uses within Manchester Goods Yard by creating new and additional retail spaces in the form of a new café (Use Class A3 now Use Class E(c) and click-and-collect facility (Use Class A1 now Use Class E(a)). Therefore, the proposed scheme is providing an more opportunities for mixed-use development as well as creating further active ground floor uses.
- 3.52 **Policy CC8 Change and Renewal** – The proposed scheme will continue to play its crucial role in delivering against the wider aspirations for St John's as set out in the Strategic Regeneration Framework. This will be improved by creating additional floorspace for offices as well as increasing the local retail offer with a new café and click-and-collect facility. This will help to deliver against the vision for the City Centre.
- 3.53 **Policy CC9 Design and Heritage Design** – The proposed amendments will enhance the overall design quality of Manchester Goods Yard by creating a more functional and attractive ground floor layout and a more flexible workspace on level 9. Manchester Goods Yard will continue to provide a new feature to the city skyline signifying present and activity. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area.
- 3.54 **Policy CC10 A Place for Everyone** – The proposed amendments to the Manchester Goods Yard comprise an increase in overall floorspace to accommodate more office space and a new café and click-and-collect facility. As a result of the new uses being proposed on the ground floor, Manchester Goods Yard will increase the diversity of activity within the City Centre. The building has been designed in accordance with the St Johns masterplan which will create high standards of accessibility to buildings and spaces within the immediate area.
- 3.55 **Policy EC1 and EC3** – The proposed amendments will increase the existing amount of commercial floorspace (Use Class A1, A2, A3, A4, D2 [now Class E(a),(b),(c),(d) and Sui Generis]) from 2,671 sq. m to 3,047 sq. m (GIA) and increase office space (Use Class B1 now Use Class E (g)) from 28,711 sq. m to 29,402 sq. m (GIA) and support the targeted growth within the city and regional centre. This will result in an increase of 82 new full-time employees.
- 3.56 **Policy EN1 Design Principles and Strategic Character Areas** – The proposed amendments are will not result in any significant changes to the design that will affect the character of the immediate area as these are generally considered internal alterations.
- 3.57 **Policy EN3 Heritage** – The proposed amendments will create a more functional and attractive ground floor layout and a more flexible workspace on level 9. Manchester Goods Yard will continue to provide a core component of St. John's and will create a point of interest and encourage movement through the surrounding area, which will help to revitalise this part of the city in line with the adopted SRF.
- 3.58 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** – Manchester Goods Yard will continue to deliver a low carbon development and reduce its CO2 emissions through the use of building components with good thermal properties, benefit from good daylighting and appropriate lighting controls to reduce the electrical energy consumption.
- 3.59 **Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies** – Manchester Goods Yard will continue to contribute to meeting the requirements of this policy by incorporating a number of systems and components to ensure energy targets with the Part L Assessment are achieved, installation of metering to measure energy use as well as the conservation of water through a number of measures.
- 3.60 **Policy EN8 Adaptation to Climate Change** – Manchester Goods Yard will continue to incorporate energy saving strategies to limit the use of energy during operation and has been designed in accordance with the mitigation measures set out by the approved Flood Risk and Drainage Strategy and therefore remains in accordance with this policy.
- 3.61 **Policy EN14 Flood Risk** – The proposed changes will not affect any of the conclusions made within the approved Flood Risk and Drainage Strategy with the drainage infrastructure now delivered for the site.

The agreed approach is to use the existing sewer network and ensure part of the surface water drainage uses the River Irwell for discharge.

- 3.62 **Policy EN16 Air Quality** – As a result of the increased amount of floorspace, the number of employees will increase but the level of car parking will remain the same. Therefore, the increase in floorspace will not generate a change to the Air Quality Assessment provided with the consented application. Access to the site via public transport
- 3.63 **Policy EN19 Waste** – The proposed amendments will increase the existing amount of office floorspace and may require an increase in the frequency of waste collections for the site. The waste will generally be taken from Studio Way be managed and collected appropriately by the private waste contractor in conjunction with the facilities management team.
- 3.64 **Policy T2 Accessible Areas of Opportunity and Need** – the proposed amendments will increase the existing amount of office floorspace. The building is within a highly sustainable location within the heart of the City Centre and is close to sustainable transport links as well as key services and amenities within a short walk.
- 3.65 **Policy DM1 Development Management** – the original application is supported by reports in relation to noise, transport, waste management and servicing and ventilation, and a Crime Impact Statement. The proposed amendments will not result in any significant change to the level of amenity, accessibility, safety, vehicular access and green infrastructure. The new areas to be included as a result of the proposed changes have had regard to the above issues, in line with approved documentation, and is designed to the highest standards.

## Other Material Considerations

### National Planning Policy Framework (2021)

- 3.66 Since the original application was submitted, a revised NPPF was adopted in 2021 further to revisions that were made in 2019. The revised NPPF continues to set out the Government's planning policies for England and how these are to be applied within a local setting. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 3.67 While significant changes have been implemented as part of the revised NPPF in relation to housing, greenbelt and the steps for achieving well-designed places, this has had limited bearing on the proposed Manchester Goods Yard project and the amendments being proposed with this application.
- 3.68 One key point is the use and adherence to locally prescribed Design Codes, which St. John's has informally had endorsed by virtue of its Masterplan. The proposed amendments to Manchester Goods Yard will continue to adhere to the key principle of the village and the sky; lower rise elements complemented by taller structures. Similarly, the NPPF discusses the need to plant trees on new streets and the current design of the public realm seeks to deliver over 90 trees across the St. John's estate.
- 3.69 The presumption in favour of sustainable development – the golden thread running through plan-making and decision taking (para. 11) – remains at the heart of the NPPF. Sustainable development is about positive growth, which supports economic, environmental and social progress for existing and future generations.
- 3.70 The Government emphasise that planning should help create the conditions in which businesses can invest, expand and adapt. Planning policies and decisions should consider local business needs and wider opportunities for development and places significant weight on the need to support economic growth.
- 3.71 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.
- 3.72 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

## St. John's Strategic Regeneration Framework

- 3.73 The concept of 'Enterprise City' has been created as a key philosophy and driver for the regeneration of St John's. This involves the delivery of key projects such as the Factory, Manchester Goods Yard, Globe and Simpson and Old Granada Studios to accommodate a wide mixture of uses including TV, film and music recording/production studios as well as retail, residential and leisure offerings.
- 3.74 As previously stated, the neighbourhood will revolve around three core thematic pillars; 'living', 'culture' and 'enterprise'. The intention is to create a 'sustainable eco-system', comprising a vibrant mix of digital, technology and creative industries, rather than just a 'place of work'. Each building will be unique, whether it is a 'start-up' or a multinational corporation, and every business will find a space that is crafted and curated to fit its specific industry requirements.
- 3.75 The proposed amendments to Manchester Goods Yard will comprise alterations to the ground floor/mezzanine level and levels 9 and 10 to increase the total amount of commercial space within the building. As an effect, this will help to create larger floorplates that are proposed as a direct response to demand from a pre-let tenant within the gaming and entertainment industry to provide more flexible and adaptable spaces within MGY.
- 3.76 The alterations to the ground floor/mezzanine layout will deliver key benefits such as the creation of a winter garden and a meeting suite within the mezzanine level, offering space for innovation, networking and collaboration, whilst providing an increased level of amenity outside of the workspace.
- 3.77 The creation of a new café will provide employees with the convenience of a quick food offer being located within MGY. Lastly, the click-and-collect facility will centralise parcel delivery and collection to one space within MGY that will alleviate the strain on the reception and workplace services, thereby increasing the operational efficiency of the building.

## Environmental Material Considerations

- 3.78 All relevant environmental considerations have been set out within the assessment of the proposed amendments against the policies set out within Manchester's development plan and by way of clarifying the changes to each approved submission documents. There are no further site-specific environmental material considerations beyond this.

## Summary

- 3.79 With the proposed amendments to the existing scheme, Manchester Goods Yard will continue to deliver a sustainable development that will support positive growth. An increase in the amount of employment workspace and the creation of a café and convenience store will increase the employment opportunities available to the area.
- 3.80 This is considered to be in line with the relevant elements of national and local policy as well as other material considerations.

## 4. Summary and Conclusions

- 4.1 The Proposed amendments to Manchester Goods Yard are required in order to ensure the successful delivery of the scheme, both in terms of ensuring that the level of Grade A office floorspace can be maximised to meet identified demand and that the building operates in line with tenant requirements. The amendments have been carefully considered to ensure that they are of only minor material consequence to the approved scheme. The proposed amendments also result in no material change to the No.1 Grape Street part of the changes.
- 4.2 The application is submitted to secure changes to the extant Planning Permission, which will allow it to come forward in line with the secured tenant – Booking.inc – and the additional future tenant that will represent a high-profile addition to the city. This will allow MGY to play a key part in the regeneration associated with St. John’s as an initial phase, in line with the promotion of Allied London’s Enterprise City Concept.
- 4.3 The Applicant and project team are committed to delivering a sustainable mixed-use development of the highest quality, which has the following important benefits:
- Successful regeneration of the sites, bringing them back into a long-term, viable and active use.
  - Direct job creation and supply chain job creation; the proposals will bring jobs to the area in the long-term but will also continue to support the construction sector with short-term jobs created in preparing the building for use. The scheme is anticipated to provide approximately 1,730 permanent FTE jobs.
  - Re-integrating the sites with the surrounding areas will enhance permeability between the City Centre and Castlefield, as well as providing an opportunity to reconnect the City Centre to the River Irwell.
  - Transformation of the townscape character of this area of the City Centre in a major and largely beneficial way. The proposal will become in effect a new landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the City Centre and radically improving the accessibility and streetscape of land adjacent to the River Irwell.
  - A scale of building form that integrates within the wider townscape, with the provision of small-scale retail units to attract small niche retailers, and flexible workspace to attract growing business, including the creative industries.
  - To re-establish Manchester’s tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.
  - The strengthening of existing, and creation of new, public landscaped spaces that support a new network of routes and linkages that connect the different parts of the site to its neighbours.
  - Enhanced access to the River Irwell through the delivery of a high-quality new pedestrian route and public realm through the core of the site, which is enabled through the layout and orientation of the buildings.
- 4.4 Overall, it is considered that the proposed minor material amendments are fully in accordance with the original design intent of the scheme; it has been demonstrated within this Statement that they will not affect the considerations or conclusions reached in respect of the original planning application.
- 4.5 The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

# Appendix A – Approved Planning Statement



**Manchester Goods Yard and No. 1  
Grape Street**

**Planning Statement Addendum**

October 2018

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# 1 Introduction

## Introduction

- 1.1 This Planning Statement Addendum (the "Statement") accompanies an application for Full Planning Permission submitted by Manchester Quays Ltd (the Applicant). It is submitted pursuant to Planning Permission Reference 114385/FO/2016 in order to reflect amendments to the proposed workspace element of the approved scheme (Central Village), to accommodate the requirements of a major, confirmed occupier, Booking.inc. Planning Permission reference 115385/FO/2016 also includes a residential tower (Tower 1 (T1)). The Application does not amend that aspect of the approved scheme. In addition, the revised workspace proposals are fully co-ordinated and capable of being implemented in conjunction with that element of the scheme.
- 1.2 The extant Planning Permission (Ref. 114385/FO/2016) granted consent in March 2017 for:  
*"Demolition of existing buildings and structures to enable construction of a 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4), an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses, and two levels of basement parking for 465 cars and cycle hub storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works."*
- 1.3 Under the revised proposals, Central Village is now referred to as Manchester Goods Yard (MGY) and No.1 Grape Street. This proposal will allow MGY and No.1 Grape Street to form an initial phase of the St John's regeneration and Enterprise City Concept (see Paragraph 1.8 of this Statement).
- 1.4 In summary, the application seeks to revise the extant Planning Permission as follows:
- The mixed use building made of up of four interconnected blocks is retained based on the same siting and general building footprint; however, under the revised proposals, it forms two distinct blocks known as MGY and No.1 Grape Street. Office floorplates now connect three of these block elements together on each level to accommodate a pre-let that has been secured for a high profile occupant, Booking Inc. These combined floorplates have resulted in the replacement of the previously proposed link bridges. The fourth block to the south is now a separate building known as No. 1 Grape Street.
  - The approved two storey Live/Work element, comprising the top two floors of MGY, is amended to provide studio workspaces, which sit on top of the 8 storey MGY workspace building. The result is a 10 storey building (including ground and mezzanine), therefore the height of both MGY and No.1 Grape Street have increased by 2-3 storeys or 9m against the previous consent.
  - The additional two/three storeys to both MGY and No.1 Grape Street, combined with the new connected floorplates in MGY, deliver an uplift of 12,190 sq m (NIA) of additional office, retail and workspace floorspace compared to the extant Planning Permission.
  - At ground level, a substation required to facilitate power connections across the St. John's site has been introduced into the proposals and will be located on the ground floor of MGY.
  - The proposals maintain the previously proposed retail uses at the ground floor level of MGY (Use Class A1/A2/A3 and/ or A4) with commercial uses on the floors above (Use Class B1), albeit in a revised format to meet identified commercial occupier requirements. D2 uses are also now included on the mezzanine level of MGY. Alterations to the ground

floor access have also been proposed to account for the new office layout above and the creation of new pedestrian streets between the proposed MGY blocks.

- Minor alterations to the basement layout of car parking spaces provided and the revised location of cycle storage spaces and waste and servicing areas. The basement changes are as a result of internal reconfiguration to the cores and plant areas.

1.5 The previously approved 36 storey residential tower element (T1), which formed part of application ref. 114385/FO/2016) is to remain as consented and no amendments are proposed as part of this new application. All other consented proposals within the St. John's area that form part of the supporting Environmental Impact Assessment are unaffected by this application.

1.6 The description of development as stated on the application form is as follows:

***Application for Planning Permission pursuant to application ref. 114385/FO/2016 for two blocks comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4) and retail and leisure uses at mezzanine level (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2), known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works.***

## Enterprise City

- 1.7 Enterprise City will be a key anchor for St. John's and will underpin all that happens on the estate. It will comprise a unique offering of multi-studios for TV, film and music recording/production, entertainment, places to start a retail brand, a restaurant or a café, all anchored on 21st Century workspace infrastructure.
- 1.8 The neighbourhood will revolve around three core thematic pillars; 'living', 'culture' and 'enterprise'. The intention is to create a 'sustainable eco-system', comprising a vibrant mix of digital, technology and creative industries, rather than just a 'place of work'. Each building will be unique, whether it is a 'start-up' or a multinational corporation, and every business will find a space that is crafted and curated to fit its specific industry requirements.
- 1.9 Allied London believes that at the heart of any new digital and tech cluster are the creative industries. Any products that are made must be designed and advertise; they must have a purpose, and therefore there is engagement with the creative industries. The creative industries are at the heart of Enterprise City. These industries will be the foundations of the cluster, they are revered all over the world, and they shape our reputation abroad and power our economic growth at home.
- 1.10 Enterprise City has the opportunity to form an innovation district, a business community and workspace product in the city that will appeal to this increasingly popular way of working and this ever-growing target audience.
- 1.11 This concept involves developing a workspace product which is relatively simple, not over designed or engineered and places the emphasis on the occupier to stamp their own mark on the space by undertaking cost effective internal fit outs. The interiors should enable the occupier to design their space and not the developer.
- 1.12 MGY is a New York-inspired bustling work space hub with live/work and leisure spaces. It is the epitome of modern working. Sitting at the centre of the new St. John's neighbourhood, it is the fulcrum of Enterprise City, bringing people together to create, inspire, thrive and deliver in the most vibrant environment possible.
- 1.13 MGY builds upon the creative focus of Village Phase 1, but is much more enterprise and

commercially oriented. The development, anchored by Spinningfields to the north and the Bonded Warehouse to the south, delivers a critical mass of workspace designed to bring together the most contemporary, creative and forward-thinking companies in the region.

- 1.14 Designed as a multi-use building, MGY caters for a wide number of commercial uses at ground floor, provides highly adaptive office floor plates for multiple tenancy configurations on upper levels and live/work use at the upper 2 floors with a substantial extent of integral amenity space. The proposed building programme provides for a sustainable community that is potentially active on a 24-hour basis.

### **The Applicant**

- 1.15 The Applicant, Manchester Quays Limited, was formed to deliver wholesale regeneration within the St John's area of Manchester City Centre. The developer behind Manchester Quays Limited, Allied London, has an exceptional track record in property development in Manchester having delivered Spinningfields, as well as additional exemplary urban regeneration projects in other city locations including London and Leeds.

### **Pre-Application Consultation**

- 1.16 A Statement of Community Consultation has been prepared in support of the application. This document explains the programme of consultation that the scheme has been through in order to ensure that issues could be considered and addressed as the proposals have been developed since adoption of the St. John's Masterplan and individual application consultations since 2015.
- 1.17 The scheme has been developed in consultation with the Local Planning Authority, Statutory Consultees including Historic England, Transport for Greater Manchester and Greater Manchester Archaeology Advisory Service, Local Members, Greater Manchester Police, Places Matter! Design Review Panel, Network Rail, as well as adjoining owners and occupiers, landowners and the general public.
- 1.18 The proposal has also been informed by on-going public engagement in relation to the preparation of the wider St John's Masterplan and Strategic Regeneration Framework, with which the proposal is in full accordance; this includes a series of three public engagement sessions, where key stakeholders and members of the local community were invited to engage with the project team to put forward their ideas and suggestions for the development of the site.
- 1.19 During the process of adoption by MCC's Executive Committee, the draft Masterplan and Framework were subject to an extensive public consultation exercise co-ordinated by the Council, which included consultation with the local community, statutory consultees and other interested parties.
- 1.20 In terms of the revised proposals, two meetings have been held with Dave Roscoe, and a subsequent meeting was held with the Case Officer David Brettell during September 2018, to discuss the proposals, along with the approach and scope of the application. The revised MGY and No 1 Grape Street proposals were welcomed by Officers. A Briefing Note has also been issued to Councillors to inform them of the proposals.
- 1.21 In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the ES on 02 October 2018. The EIA Screening Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.
- 1.22 'The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.
- 1.23 Further details of the consultation carried out and the feedback received and how this has been addressed are provided within the Statement of Community Consultation.

## Application Documentation

- 1.24 As described earlier in this section, this application is likely to result in a new planning permission, which revises the extant Planning Permission 114385/FO/2016 in respect of Manchester Goods Yard, No.1 Grape Street (formerly known as Central Village) and the associated basement, but not the T1 proposal.
- 1.25 A composite schedule of the drawings for the revised scheme as a whole is submitted for clarity and ease of reference.
- 1.26 The application is supported by an Environmental Statement which considered the potentially significant environmental effects of the proposals together with their cumulative effects taking into account committed development and the wider endorsed St John's Strategic Regeneration Framework and masterplan proposals.
- 1.27 This Planning Statement Addendum and its appendices should be read in conjunction with the following supporting documents, submitted as part of this application:
- Planning application, certificates and notices prepared by Deloitte
  - Planning application fee
  - Accommodation schedule prepared by Chapman Taylor (part of the Design and Access Statement)
  - Red line boundary plan prepared by Chapman Taylor
  - Existing site plan prepared by Chapman Taylor
  - Existing plans, sections and elevations prepared by Chapman Taylor
  - Proposed plans, sections and elevations prepared by Chapman Taylor
  - CGIs prepared by Our Studio
  - Statement of Community Consultation prepared by Deloitte
  - Design and Access Statement Addendum prepared by Chapman Taylor, including public realm strategy by Allied London and containing the original DAS as an Appendix;
  - Archaeological Desktop Report prepared by Salford Archaeology
  - Environmental Standards Statement and BREEAM Pre-Assessment prepared by CWC
  - Energy Statement prepared by CWC
  - Ecological Assessment prepared by ERAP
  - Crime Impact Assessment prepared by GMP
  - Waste and Servicing Strategy prepared by Vectos
  - TV Reception Survey prepared by GTech Surveys
  - Ventilation Strategy prepared by CWC
  - Explosive Ordnance Threat Assessment prepared by Planit UXB Limited
  - Environmental Statement (This is part of an EIA that covers St John's Place, Central Village (now known as Manchester Goods Yard and No.1 Grape Street), Tower 1 and Tower 2 (formerly Riverside)):
    - Environmental Statement Preface
    - 1. Introduction prepared by Deloitte
    - 2. EIA Methodology prepared by Deloitte
    - 3. Alternatives & Design Evolution prepared by Deloitte
    - 4. Site & Development Description prepared by Deloitte
    - 5. Construction Methodology & Programme prepared by Wates and MQL
    - 6. Socio-Economic Effects prepared by Deloitte
    - 7. Traffic and Transportation prepared by Vectos
    - 8. Air Quality prepared by Hilson Moran
    - 9. Noise and Vibration prepared by Sandy Brown
    - 10. Townscape and Visual Impact prepared by Chris Burnett Associates
    - 11. Built Heritage prepared by Heritage Architecture
    - 12. Flood Risk and Drainage prepared by Curtins / RoC Consulting
    - 13. Ground Conditions prepared by RoC Consulting / Curtins
    - 14. Daylight, Sunlight and Overshadowing prepared by Watts

15. Wind Microclimate prepared by Urban Microclimate

16. Summary of Residual Impacts prepared by Deloitte

- Standalone Non-Technical Summary (Volume 3) prepared by Deloitte, with input from technical consultants.

### **Scope and Structure of the Statement**

1.28 The purpose of this Statement is to present the proposals and assess them in relation to relevant local and national planning policy, as well as site specific planning issues and other material considerations

1.29 The remainder of this Statement is structured as follows:

- Section 2 – provides a rationale for the revised scheme and proposed amendments to the original Planning Permission;
- Section 3 – identifies key planning considerations;
- Section 4 – concludes by summarising the case for grant of Planning Permission;
- Appendix A – Central Village and T1 Approved Planning Statement.

## 2 Proposed Amendments and Rationale

### Proposed Amendments to the Approved Scheme

- 2.1 The aim of the Design Team was to modify the Central Village part of the extant Planning Permission, to meet the operational requirements of the proposed anchor tenant, Booking Inc. in MGY, and also to reconfigure No 1 Grape Street; now an independent building separated from the other blocks. This involves:
- i. **Maximising floor plate efficiency, by:**
    - Reducing the number of service cores;
    - Removing the internal bridge links, which creates more usable workspace;
    - Relocating the internal atria onto the eastern façade and redesigning them as external terraces, which allows the massing of the buildings including No 1 Grape Street to be strengthened to read as 4 individual blocks;
    - Omitting the bridge links connecting MGY to No. 1 Grape Street.
  - ii. **Minimising any changes to the aesthetic and façade of the consented scheme; and,**
  - iii. **Appraising and describing the space-planning, technical, servicing, environmental and aesthetic implications of these proposed changes in the Design and Access Statement as well as the accompanying technical reports and drawings included in the updated Environmental Statement.**
- 2.2 This section sets out, in detail, the changes to the previously consented scheme beyond that previously set out and approved under Planning Permission ref. 114385/FO/2016 dated 9 March 2017.

### Use and Quantum

- 2.3 The uses that have been approved for Central Village as per the previous application comprised workspaces (Use Class B1), live work units on the top two floors (Use Class B1/C3), and ground floor commercial retail and leisure spaces (Use Class A1/A2/A3/A4).
- 2.4 The uses in the revised scheme remain broadly similar, save for the exclusion of the Live/Work units from the previously consented scheme and the introduction of D2 uses at ground floor in MGY and No 1 Grape Street. This is set out in the table below for completeness:

| Detail           | Consented Scheme                                                                                                                                                                    | Revised Scheme                                                                                                                                                                                                                                                                           |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Site Area</b> | 1.5 ha                                                                                                                                                                              | 1.5 ha                                                                                                                                                                                                                                                                                   |
| <b>Proposal</b>  | Planning Permission obtained in March 2017 for a 36 storey residential tower (Tower 1) and an 8 storey commercially-led building (Central Village) and two basement parking levels. | Office building (MGY) comprising 11 storeys (plus ground and mezzanine) with flexible commercial at ground and mezzanine level (34,250 sq. m) and a second office building (No. 1 Grape Street) comprising 10 storeys (6,598 sq. m. including ground) above two basement parking levels. |

|                               |                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               |                                                                                                                                                                                                                                                                 | The T1 element of the previous consent remains unchanged and does not form part of this application.                                                                                                                                                                                                                                                                                                                                                |
| <b>Quantum of Development</b> | <p><b>Central Village:</b></p> <p>A1/A2/A3/A4: 2,176 sq. m. (NIA)<br/> B1: 18,298 sq. m. (NIA)<br/> Live/work: 2,251sq. m. (NIA)</p> <p><b>Total: 22,725 sq. m. (NIA) excluding basement</b></p> <p><b>Basement: 465 space car park (15,085 sq. m. GIA)</b></p> | <p><b>MGY:</b></p> <p>A1/A2/A3/A4/D2: 2,646 sq. m (NIA)<br/> B1 Office and Studio Workspace: 26,578 sq. m (NIA)</p> <p><b>No.1 Grape Street:</b></p> <p>A1/A2/A3/A4: 362 sq. m. (NIA)<br/> B1 Office: 5,329 sq. m. (NIA)</p> <p><b>Total: 39,915 sq. m. (NIA) excluding basement</b></p> <p><b>(an overall increase of 12,190 sq. m. (NIA) compared to the consented scheme)</b></p> <p><b>Basement: 391 space car park (15,632 sq. m. GIA)</b></p> |
| <b>Building Height</b>        | Central Village was proposed to be 64m (AOD) or 38m (AGL) in height.                                                                                                                                                                                            | Manchester Goods Yard and No. 1 Grape Street will be 73 m (AOD) or 47m (AGL) in height.                                                                                                                                                                                                                                                                                                                                                             |

## Scale and Massing

- 2.5 The approved scheme relating to Central Village was located in a prominent central location within the St. John's Masterplan. It was 7-8 storeys in height and comprised 4 distinct blocks linked at ground floor, through various upper floor terraces and by the live/work units at roof level.
- 2.6 For this revised application, MGY will be 11 storeys including ground and mezzanine levels, and No.1 Grape Street will be 10 storeys. MGY will have retail and commercial units at ground and mezzanine floor levels, 7 floors of workspace, 2 floors of attic work studios and recreational space at rooftop level. The core tenant, Booking Inc, will accommodate the intermediate 7 floors of MGY. No.1 Grape Street will include retail at ground floor and 9 floors of office workspace above.
- 2.7 The introduction and redesign of the streetscape between the blocks has increased the permeability at ground floor, which has effectively allowed the building to be distinctively read as 4 separate blocks.

## Layout and Access

### Site Layout

- 2.8 The previously approved scheme proposed that commercial and leisure uses across St. John's occupy a dense array of 5-8 storey buildings providing a hard edge to street blocks and reinforcing the hierarchy of primary and secondary routes that give a focus to retail frontages and create quieter meandering streets, on the model of a 'village'.
- 2.9 As part of this revised application, MGY will comprise of: ground and mezzanine commercial units; 7 floors of office workspace; and, 2 attic levels of office studio spaces for small and medium sized enterprises.
- 2.10 The enhanced collegiate style massing will create 4 distinctive building blocks and the architectural style is designed to complement the historic warehouse buildings in the area. The new external streets within the MGY site will introduce secondary routes which will give a

focus to the retail and commercial frontages and as part of this the multi-use facility is intended to introduce vibrant cafés, bars and restaurants to the area.

- 2.11 Whilst the previous consent approved 4 interconnected blocks, this revised proposal solidly connects 3 blocks to deliver MGY. In addition, No 1 Grape Street will comprise the fourth separate and southernmost block. The arrangement of buildings and blocks within MGY & No.1 Grape Street, introduces a series of East/West routes and spaces, intended to encourage pedestrian movement through the buildings and around the site.
- 2.12 The proposals will continue to provide opportunities for small and medium sized enterprises through the provision of a significant amount of flexible floorspace. This will be provided in conjunction with the significant pre-let that has been secured by Booking.inc and will support the principles of Enterprise City.

### **Ground Floor Access**

- 2.13 The consented scheme sought to provide a single streetscape at ground floor running internally through all 4 blocks from South to North. 3 of these buildings were interlinked at ground floor, with 7m high ground floor units to create light and desirable units. Similarly, Block 01 and Block 03 offered designated Live/Work entrances. A Cycle Hub was previously located at the north west of scheme on the ground floor level, whilst the car park and cycle access to basement was located on the north western corner of the building.
- 2.14 The revised proposals seek to modify the approved approach by removing the ground floor links at ground floor, thereby introducing streets between the buildings and increasing the permeability of pedestrian access at ground level.
- 2.15 Given the changes to occupier requirements to the office floors above, there are now prominent and appropriate office reception for the anchor tenant and a dedicated co-working entrance/reception. The office studios can be accessed via Block 01.
- 2.16 Lift access provision for pedestrians from high level of Grape Street to South Street is to be retained in No.1 Grape Street (Block 04). Ground Floor to First floor has increased in height to 9m, which allows the introduction of the mezzanine within Manchester Goods Yard.

### **Basement**

- 2.17 The approved basement layout has provision for parking, plant, stair and lift access, cycle parking hub, and disabled parking bays for Central Village, comprising 465 car parking spaces and 828 cycle spaces.
- 2.18 The revised basement similarly includes provision for parking, plant, stair and lift access, cycle parking provisions, and disabled parking bays for MGY and No.1 Grape Street. The revised basement has the ability to either work in isolation or be linked to the basement of the adjacent St. John's Place scheme at basement level 1. This connection, which is the ultimate design intention, will be detailed through a separate revised application for St. John's Place.
- 2.19 The modifications to the basement allows for the bin store locations and access to be enhanced to allow service truck delivery to access from Service Street using the goods lift, which directly leads to the western elevation. For the cycle users there is a changing facility found in the upper basement which is accessed straight of the main entrance ramp. There will also be future proofing provisions for a world leading Data hub which can be accommodated into the development.
- 2.20 A Waste and Servicing Strategy has been prepared by Vectos that provides a detailed account of the procedures associated with waste and servicing collections that take place from the basement areas of Manchester Goods Yard and No.1 Grape Street. This provides details of the waste storage areas provided, waste segregation and waste transfer routes from the basement areas to the service collection areas.

### **External Appearance**

- 2.21 The approved design for Central Village sought to utilise a limited yet rich palette of high quality, durable finishes. The predominant materials were concrete (both internally and

externally) and patinated metal cladding/framing for its aesthetic appearance, acoustic/fire properties and its thermal performance. This concrete framework was to be infilled with crittal-style windows finished in a dark patinated metal finish, whilst louvres, solid infills, cill and flashings would have the same finish to provide contrast against the concrete cladding.

- 2.22 Compared to the previous application, the approach for this revised submission relating to MGY and No 1 Grape Street, is generally consistent with regard to external appearance, save for the increase in height. The use of deep grit-blasted, dark grey, pre-cast concrete cladding panels and richly patinated metal infill cladding and crittal-style window frames, again makes reference to the industrial heritage of the site whilst providing a robust palette of materials. The proposed design represents a cohesive response to other new-build elements of the St John's Masterplan.
- 2.23 The facade treatment is consistent across all buildings and repetitive facade bays and detailed elements (such as window framing) are reminiscent of the industrial typology around the turn of the 19th/20th centuries. These bays are an honest expression of the structural grid and open up further to the external terraces, maximising, natural daylight levels.
- 2.24 A double-height ground level provides an appropriate scale and 'shop window' to the building uses at ground floor on the more prominent east and west elevations. The elevations fronting onto more intimate streets retain the smaller proportions of the upper levels.
- 2.25 Other minor changes to the elevations have been detailed within the Design and Access Statement Addendum prepared by Chapman Taylor.

## Public Realm

- 2.26 The principles adopted for the approved, albeit indicative, public realm proposals included the creation of lively and flexible public spaces that would tie in with the wider St. John's neighbourhood, including Factory. It is also proposed to open up the connections to the River Irwell and Salford beyond and use materiality that would create an uncluttered and contemporary public realm whilst remaining cognisant of the area's industrial heritage. The layout would need to work with the network of vehicular servicing routes to create spaces that would be both attractive, safe and functional.
- 2.27 Whilst many of the above concepts remain, the public realm has been re-evaluated in light of changes to the scheme; in particular improved permeability to the ground floor of Manchester Goods Yard. To this effect, the routes through the ground floor of Manchester Goods Yard and separating it from No. 1 Grape Street, ensure active frontages to all commercial units, by improving access and extending the streetscape. Similar to the previously approved consent, the development will provide up to 31 trees to account for those that have been removed from the St. John's site.

## Car and Cycle Parking

- 2.28 In the previously consented scheme, there were two levels of basement car parking to be provided underneath the area of lower rise element of Central Village, with 465 spaces (including 28 accessible bays) that would serve the Proposed Development and the wider St. John's Masterplan. This would be located in a two storey basement car parking arrangement that would predominantly sit under Manchester Goods Yard. City Car Club parking spaces were also proposed to be included within the public realm (final numbers to be agreed as part of the wider St. John's Masterplan strategy).
- 2.29 In addition, the Central Village scheme was considered key to the St John's promotion of cycling, comprising:
- 340 cycle parking spaces were to be provided in the basement to serve the Central Village.
  - Sheffield Stands were to be provided within the public realm - 6 blocks of 5 stands, providing 60 cycle parking spaces total.

- 2.30 The revised proposals for Central Village, which now comprise MGY and No.1 Grape Street, seek to provide:
- 391 parking spaces, representing a 74 space (15%) reduction in the number of parking spaces proposed across the two basement parking levels located under MGY.
  - 495 cycle parking spaces would be provided in the basement areas of MGY, which provides spaces for T1, T2, MGY, No. 1 Grape Street and OGS.
- 2.31 In addition to the allocated provision above, there will be a further 60 spaces provided in the form of Sheffield Hoop stands, taking the total provision of cycle spaces within this application to 555.
- 2.32 Those cycle spaces provided for residents do not include shower facilities, as it is reasonably assumed that residents would be able to then use their own apartments for getting changed and showering. Those spaces provided for office users will, conversely, have shower, locker and changing facilities to continue to encourage cycling as a mode of transport.

### Waste and Servicing

- 2.33 Consistent with the previously approved approach, servicing of the site will be facilitated by delivery vehicles pulling up close to the loading access areas of the buildings without specific loading bays marked with kerbs.
- 2.34 The layout for the waste storage areas have been modified slightly from their previously locations within the scheme, but the overall quantum of the area remains consistent with the previously consent scheme relative to the commercial and residential floorspace proposed.
- 2.35 MGY and No. 1 Grape Street benefits from two refuse stores in the second basement level, each offering storage for 16 no. 1100L Eurobins. This volume can accommodate three days of storage before it requires collection. It is proposed that the ground floor commercial units within MGY and No.1 Grape Street will store their refuse bins within the main bin store.
- 2.36 Refuse will be brought up to the ground floor via goods lifts adjacent to the bin stores. Service access to MGY is primarily made from a service route that runs between Tower 1 and MGY. This route is one way and includes space where vehicles can pull over to drop off goods or collect refuse.
- 2.37 Servicing vehicle accessing OGS will arrive via North Street and pull over onto Studio Way to make deliveries or collect refuse. The vehicles will exit via South Street and through automatic control bollards at Festival Square, adjacent to Factory. Vehicles serving No.1 Grape Street will use the same route stopping off by the building on South Street.

### Drainage

- 2.38 Since the original consent was granted, further design work has now been undertaken by Curtins Consulting in relation to site drainage. Previously, two design options were proposed that would result in either the site drainage being discharged into the River Irwell or into the existing sewer network.
- 2.39 It has been determined that the chosen option is now to discharge the surface water runoff in to the River Irwell, in line with the original recommendations of the drainage strategy as a preferred option.
- 2.40 This option is set out in detail within the updated Environmental Statement chapter and supporting updated technical appendices included as part of the ES Volume 2, comprising a Flood Risk and Drainage Strategy prepared by Curtins.

### Inclusive Access

- 2.41 Consistent with the previously consented scheme, the design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 Edition).

- 2.42 The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender.

# 3 Key Planning Considerations

## Planning Policy

- 3.1 Local Planning Policies relevant to the proposed development have not changed since the approval of the original application for the Gatehouse in April 2017. The key Development Plan documents in Manchester including the Manchester Core Strategy (2012) and Saved Policies of the Manchester Unitary Development Plan (1995) remain intact.
- 3.2 Whilst local planning policies remain unchanged, an update to the National Planning Policy Framework ('NPPF') was adopted on 28 July 2018. The relevant paragraphs of the revised NPPF are set out below.

## National Planning Policy Framework (2018)

- 3.3 The revised NPPF sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 3.4 The presumption in favour of sustainable development – the golden thread running through plan-making and decision taking (para. 11) – remains at the heart of the revised NPPF (2018). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.
- 3.5 The Government emphasise that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.
- 3.6 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.
- 3.7 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

## Summary

- 3.8 Manchester City Council planning guidance documents remain unchanged in relation to the proposed development and full consideration of the proposed development against the local planning policy framework is considered within the original Planning Statement, which has been resubmitted with this application and is appended to this Statement (Appendix A). Similarly, the proposed amendments do not alter any of the conclusions set out in the approved Planning Statement.
- 3.9 The key tenets of the revised NPPF (2018) are set out in the paragraphs above and conclude that the resubmitted application is still in accordance with the updated Framework.

## Key Planning Considerations

- 3.10 This Section details the key issues associated with the application given the site specific characteristics. It addresses the potential changes arising from the revised scheme and confirms, where relevant, if there are no further impacts from the matters as set out in the approved Planning Statement (Appendix A).

## Approach to EIA

- 3.11 In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the ES on 02 October 2018. The EIA Screening

Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.

- 3.12 'The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.
- 3.13 This ES Re-Submission therefore constitutes a resubmission of the 2016 ES submitted in relation to Tower 2 within St. John's. It is important to note that the 2016 ES assessed the environmental impacts of four separate applications for planning permission. The ES is resubmitted in order to allow assessment of the difference in environmental impacts brought about by the changes proposed in the current Manchester Goods Yard and No. 1 Grape Street proposals (formerly referred to as Central Village) to that which was previously submitted.
- 3.14 The 2017 EIA Regulations introduced changes to the EIA Screening process, as well as the wording of Schedule 4, which sets out the mandatory information for inclusion in Environmental Statements (ES). The full details of the information provided is set out within the supporting ES.

## **Microclimate Conditions**

### **Wind**

- 3.15 The application is supported by an assessment of the potential impact of the proposals on the pedestrian level wind environment in and around the sites and surrounding area; the assessment was undertaken by Urban Microclimate and forms Chapter 15 of the Environmental Statement submitted in support of this application.
- 3.16 The proposal introduces a number of significant structures with regards to wind effects. Consequently, wind tunnel testing of a physical scale model has been combined with long-term wind statistics from Manchester Airport (corrected to apply at the Site) to provide a detailed assessment of pedestrian level wind conditions in and around the Site, in accordance with the industry standard Lawson criteria for pedestrian safety and comfort.
- 3.17 The main influences of the wind speed (e.g. landscaping in the public realm and the presence of tall buildings across the masterplan) remain the same as the previously consented scheme and it is proposed that the final wind mitigation scheme for the proposals be developed though a further iteration of testing and agreed via a planning condition.

### **Daylight and Sunlight**

- 3.18 The Sunlight, Daylight and Overshadowing Assessment (Chapter 14 of the Environmental Statement) considers the impact of the proposals on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The assessment considers the T1 Tower as well as the T2 and St. John's Place towers.
- 3.19 The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed; unsurprising given the City Centre locality. In the context of the City Centre setting it is considered that the overall impact of the Proposed Development is comparable to other high rise developments in the City. In consideration of the scale of the Proposed Development it is considered that the overall impact on daylight and sunlight is less than would be expected in a typical City Centre high rise development.
- 3.20 Within the confines of the sites, consideration has been given to the design of the proposals in relation to the daylight to the surrounding properties. The layout of the proposals is set out so that the towers with the most significant height are away from the perimeters of the sites, where adjacent properties are in closer proximity.
- 3.21 It is not considered that there are additional realistic and economically viable methods to mitigate the impact on the surrounding properties whilst ensuring that the Proposed

Development remains commercially viable.

### **Air Quality**

- 3.22 The Air Quality assessment (Chapter 7 of the Environmental Statement) considers the impact of the Proposed Development, both during construction and operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities.
- 3.23 The Environmental Statement concludes that, based on the overall changes in air quality, the impact on air quality was identified as giving rise to minor adverse effects in 2017 and negligible effects in 2032.
- 3.24 It is considered that, provided recommended mitigation measures are implemented into the Proposed Development, the significance of the predicted impacts will be reduced.

### **Noise and Vibration**

- 3.25 An updated Environmental Noise Survey has been undertaken by Sandy Brown Associates and is appended to the Environmental Statement (Volume 2) to support the application. A Noise and Vibration technical chapter has also been included as part of the Environmental Statement and comprises Chapter 8.
- 3.26 It is considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the proposed development would not have an adverse impact on surrounding uses.

### **TV Reception**

- 3.27 An updated TV Reception Survey has been prepared by Gtech Surveys, taking into account both desk-based research and field surveys to determine if the potential impact upon the television reception and if so, where.
- 3.28 The survey identifies some areas in which reception may be affected and proposes the following mitigation measures:
- Change of aerial type to one most suited to the type of interference being received.
  - Re-siting of the television aerial to a position on the property where interference is reduced or not present.
  - Increase or decrease of aerial height.
  - Installation of masthead amplification to improve television signal strengths being received.

### **Flood Risk and Drainage**

- 3.29 The previously consented scheme offered two drainage strategies that were put forward by RoC Consulting, which involved:
- Option 1 – Drain to Existing Sewer Networks: The development plot would drain back to the existing adopted sewer network within Grape Street. The flows would be restricted to in excess of 50% of the current flows and attenuation within the footprint of the development site would be required.
  - Option 2 – Drain to the River Irwell: A separate surface water drainage network will need to be installed to serve St John's development within its entirety. Into which this development plot would connect. The discharge into the River Irwell would be unrestricted; as such no attenuation is required within the plot boundary.
- 3.30 At that time, there was a preference to deliver a scheme in line with option 2 set out above.
- 3.31 Further design work has now been undertaken by Curtins Consulting and it has been

determined that the chosen option is now Option 2, in line with the original recommendation. This option is set out in detail within the updated Environmental Statement chapter and supporting updated technical appendices included as part of the ES Volume 2.

### **Ground Conditions**

- 3.32 As part of the previous extant planning application, A Phase 1 Desktop Study was produced to support the application, which determined that the site was located within a relatively low risk environmental setting that is unlikely to be impacted or affected by nearby current or historical industrial activities and no potentially contaminative uses were noted at the time of inspection.
- 3.33 The report recommends that a Phase 2 Site Investigation is completed to further assess items identified by the Phase 1 Desktop Study, prior to commencement of demolition and construction of the Proposed Development.
- 3.34 It concludes that the site's development process, and the completed developments, will have a minor beneficial impact; owing to the fact sources of contamination beneath the site will be investigated and treated during the construction process. Furthermore, the development is also considered to have a minor beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

### **Ecology**

- 3.35 The Ecological Report and Bat Surveys have been compiled by ERAP and submitted in support of the application. The reports consider that the proposal is feasible and acceptable in accordance with ecological considerations and relevant planning policy.

### **Crime and Security**

- 3.36 A Crime Impact Statement has been prepared by Greater Manchester Police and is submitted in support of the application. This followed a meeting held with an officer from the Secure by Design team in July 2015. The report confirmed that GMP is fully supportive of the scheme; it provides a number of recommendations which will be considered during the detailed design stage through on-going dialogue with Greater Manchester Police.
- 3.37 Following the revisions to the scheme, the Applicant commissioned Greater Manchester Police to prepare an update to the previously prepared Crime Impact Statement, which is currently awaited at the time of submission. A letter of comfort is submitted alongside the original Crime Impact Statement from GMP confirming that that the recommendations of the original Crime Impact Statement still stand.

### **Retail Uses**

- 3.38 Flexibility is sought for the units across a mix of use classes (A1 retail, A2 financial and professional services; A3 restaurant and café units; A4 bar; and / or D2 on the MGY mezzanine only). Occupiers will be actively managed to ensure a complementary mix of tenants and uses; it is proposed that there will be a balance of uses across the use classes. Restaurant and café units will be located on prominent corners to draw activity into the site.
- 3.39 Due to the nature of the operators, trading hours will need to remain flexible, however retailers should be encouraged to stay open and maximise day trade. Opening hours should allow for appropriate retailers to potentially capitalise of evening trade from the residential population.
- 3.40 The proposals include a series of external seating areas, which will add to the vitality and vibrancy of the area and help to draw people in. Given the tight-knit nature of the public realm within the development, it is proposed that these external seating areas will be relatively small. The definitive boundaries (and approach to demarcation) for all external seating areas are proposed to be agreed via a planning condition.

## 4 Summary and Conclusions

- 4.1 This Statement has been prepared on behalf of Manchester Quays Limited in relation to an application for Planning Permission for an 11 storey mixed use building with retail uses (Classes A1/A2/A3/A4/D2) on the ground and mezzanine levels and a separate 10 storey mixed use building with retail uses (Classes A1/A2/A3/A4/D2) on the ground level, both with workspace uses above (Class B1).
- 4.2 This application does not apply for any amendments to the approved T1 scheme (Permission Reference 114385/FO/2016), which falls within the red line boundary of the site, but is not revised as part of this application.
- 4.3 The application is submitted to secure changes to the extant Planning Permission, which will allow it to come forward in line with the secured tenant – Booking.inc. This will allow MGY to play a key part in the regeneration associated with St. John's as an initial phase, in line with the promotion of Allied London's Enterprise City Concept.
- 4.4 The Applicant and project team are committed to delivering a sustainable mixed use development of the highest quality, which has the following important benefits:
- Successful regeneration of the sites, bringing them back into a long-term, viable and active use.
  - Direct job creation and supply chain job creation; the proposals will bring jobs to the area in the long-term but will also continue to support the construction sector with short-term jobs created in preparing the building for use. The scheme is anticipated to provide approximately 1,730 permanent FTE jobs.
  - Re-integrating the sites with the surrounding areas will enhance permeability between the City Centre and Castlefield, as well as providing an opportunity to reconnect the City Centre to the River Irwell.
  - Transformation of the townscape character of this area of the City Centre in a major and largely beneficial way. The proposal will become in effect a new landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the City Centre and radically improving the accessibility and streetscape of land adjacent to the River Irwell.
  - A scale of building form that integrates within the wider townscape, with the provision of small scale retail units to attract small niche retailers, and flexible workspace to attract growing business, including the creative industries.
  - To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.
  - The strengthening of existing, and creation of new, public landscaped spaces that support a new network of routes and linkages that connect the different parts of the site to its neighbours.
  - Enhanced access to the River Irwell through the delivery of a high quality new pedestrian route and public realm through the core of the site; which is enabled through the layout and orientation of the buildings.
  - An energy efficient development, which is capable of delivering a significant improvement on the carbon emissions reduction through the establishment of a district heat network.

- The opportunity to enhance the biodiversity of the Site and wider area through carefully planned new landscaping including tree planting.
- Inclusion of new Sustainable Urban Drainage Systems as part of the site-wide drainage strategy, which will seek to reduce the surface water run-off rate from the Site and thereby positively contribute towards improvement for a Site that is located within a Critical Drainage Area.
- The scheme has been prepared by the Applicants in consultation with Manchester City Council, Historic England and a range of technical stakeholders, as well as adjoining owners and the local community.

4.5 The proposal is in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

4.6 The proposal therefore merits the support from the Council and the grant of Planning Permission.

# Appendix A – Approved Planning Statement

**St John's: Central Village and T1**  
Planning & Tall Building Statement

October 2016

# Contents

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# 1 Introduction

This Planning and Tall Building Statement (the "Statement") accompanies an application for full planning permission, submitted to Manchester City Council ("MCC") on behalf of Manchester Quays Limited (the "Applicant"), in respect of the development of a site forming part of the St. John's Masterplan.

Planning Permission is sought for:

*"Demolition of existing buildings and structures to enable construction of:*

*Tower One – A 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4)*

*Central Village – An 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses*

*New public realm, landscaping and provision of external seating areas, car and cycle parking, access and other associated works."*

This Statement sets out the planning justification for the proposed developments and assesses each proposal against the Development Plan for the Site and other relevant material considerations.

The site forms part of the former ITV Quay Street Estate and will contribute to the creation of a new residential-led, mixed-use neighbourhood, to be known as 'St John's,' over the next 10 years.

St John's offers a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and deliver a best-in-class residential-led mixed use development. It represents a critical mass of land, within the control of a single entity, which is readily available to deliver comprehensive redevelopment.

Development of the St John's neighbourhood will be guided by the St John's Strategic Regeneration Framework (SRF) adopted by MCC Executive Committee in February 2015 and the St John's Masterplan prepared by Simpson Haugh and Partners, which are material considerations for the purposes of determining planning applications within the Framework area.

The Framework was subject to an extensive period of formal public consultation undertaken by MCC, starting late in 2014 and closing on 19 January 2015.

The consultation involved MCC issuing letters to over 3,600 local residents and businesses informing them about the public consultation, how to participate and engage in the consultation process and where to access the Framework document.

Statutory agencies, including Historic England, Transport for Greater Manchester and the Museum of Science and Industry, were also engaged in the consultation.

On the whole, comments were positive and in particular the retention of the existing Breeze Studio Gardens was welcomed by local residents. Historic England in particular noted that:

*"St John's Quarter provides a highly significant development opportunity in the heart of the City Centre and we support the core development principles set out in the SRF consultation document."*

*The Draft SRF has been informed by a detailed heritage assessment that provides a thorough review of the historic development of the wider Castlefield area."*

The St. John' SRF has recently been amended and a Draft Update and revised masterplan were issued in July 2016. This included a revised masterplan. The SRF was updated for the following reasons.

- To reflect and record the significant progress that has been made towards delivering the original SRF proposals.
- To incorporate proposals for 'The Factory,' which will be anchored in the St John's Masterplan. The Factory is a world class new cultural destination for Manchester this will also offer a permanent home of the Manchester International Festival.
- The updated strategy reflects the extended influence of the St John's SRF following collaboration with Museum of Science and Industry (MOSI).
- To reflect the Manchester Quays' acquisition programme and further opportunities to consider adjoining sites that can add value and strengthen the regeneration outcomes and economic benefits of new investment in this part of Manchester City Centre.

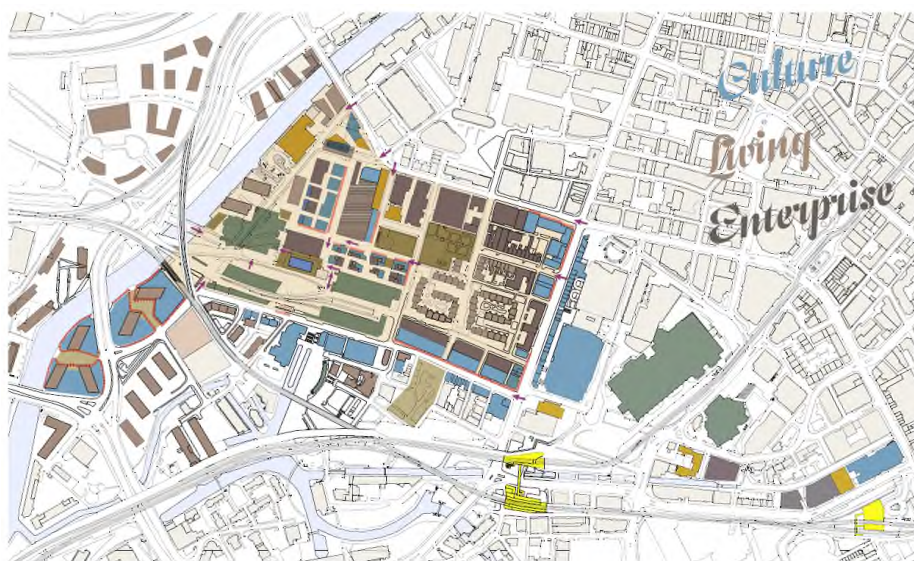


**Figure 1: St John's Masterplan (St Johns SRF Update 2016)**

The proposed site of the Factory, a new arts and cultural venue that will be the home of Manchester International Festival (MIF) and has confirmed

Government funding of £78 million, is located to the south west of the application site.

The design competition was announced for the Factory in November 2015 and international architect practice OMA has been appointed to design the new venue, with the current programme outlining submission of a detailed planning application in October 2016 and completion of the venue by the end of 2019.

The project represents a significant investment in Manchester and the wider City Region, which will make an important contribution to the objectives of the Northern Powerhouse and deliver a world-class new venue that provides purpose-built state-of-the-art space for MIF, will draw visitors from across the UK and world, attracting investment and spending, as well as creating a range of employment opportunities.

The Updated Masterplan in Figure 1 shows how the Factory will be accommodated and fully integrated into the development area.

The vision, as outlined in the SRF is based on a two-tier development concept, the village and the sky:

### **The Village**

A low-rise, intimate, mixed use "Village", which reinstates the historic tight-street grain of the area. The Village incorporates a layering of uses including workspace, studio space, retail and leisure, together with a roofscape of residential uses and terraced gardens, providing activity and a 24 hour, 7 days a week, life to the new City Centre neighbourhood.

The workspace will be aimed at Manchester's emerging economic growth sectors, including creative industries and technology, media and telecommunications (TMT). Cultural and leisure facilities would form part of the mix of uses within the neighbourhood, generating footfall and extending dwell time; these uses would significantly enhance the attractiveness of the scheme to occupiers within the growth sectors.

### **The Sky**

A series of elegant residential towers that "float" over the "Village" and provide views across the City Centre. Taller buildings will be located to the west of the site, towards the River Irwell, where it has been established through the adoption of previous Strategic Regeneration Frameworks that there is scope to accommodate buildings of height.

In terms of the Proposed Development, the Framework established the following key principles:

- Re-establishment of Manchester's tight knit urban grain to create a meandering network of public spaces and complementary range of uses that connect the site to the River Irwell.
- To provide for a mix of high quality residential accommodation as part of vibrant, well-managed and sustainable new neighbourhood.

- A mix of complementary uses that will combine to create a distinctive sense of place and ensure life and vitality on weekdays, in the evenings and at weekends.
- Making the River Irwell more accessible and a more desirable piece of the City's public realm.

The application site comprises previously developed land bounded by Quay Street. The site of the proposed St John's Place development (application submitted June 2016 and currently under consideration by MCC) and car parking associated with the Victoria & Albert Marriott Hotel is located to the north. Granada House & Studios (which has Planning Permission for conversion to a hotel and associated event space – Manchester Grande) is to the east. The Bonded Warehouse (which has Planning Permission for conversion to workspace, restaurant and retail use), Starlight Theatre and the Grade II Listed Colonnaded Railway Viaduct are to the south. The River Irwell is located to the west.

### **Key Benefits**

The St John's masterplan proposals as a whole will deliver significant benefits, including the following:

- Successful regeneration of the application site, bringing it back into a long term, viable and active use – which will in turn, have the effect of opening up a site that has been closed to the public for several years, for the enjoyment of residents, workers and visitors to St John's, as well as other visitors to Manchester City Centre.
- The scheme will include a variety of apartment sizes and types from 1 to 3 bedrooms, which will appeal to young professionals and families. There is a clear and identified need for housing provision in Manchester and to provide a strong sense of place and high quality neighbourhoods.
- Re-integrating the site with the surrounding area will enhance permeability between the City Centre and Castlefield, as well as providing an opportunity to reconnect the City Centre to the River Irwell.
- A scale of building for that integrates within the wider townscape, with the provision of small scale retail units to attract niche retailers, and flexible workspace to attract growing businesses, including the creative industries, in addition to the residential development.
- To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.
- The strengthening of existing, and creation of new, public landscaped spaces that support a new network of routes and linkages that connect the different parts of the sites to their neighbours.
- Enhanced access to the River Irwell through the delivery of a high quality new pedestrian route and public realm through the core of

the site; which is enabled through the layout and orientation of the buildings.

- Direct job creation and supply chain job creation.
- The beneficial spin-off regenerative potential that the scheme will create by re-establishing a high quality use.

## **The Applicant**

The Applicant, Manchester Quays Limited, is a joint-venture between MCC and Allied London, formed to deliver wholesale regeneration within the St John's area of Manchester City Centre. The developer, Allied London, has an exceptional track record in property development in Manchester having delivered Spinningfields, as well as in other city locations including London and Leeds.

## **Pre-application consultation**

A Statement of Community Consultation has been prepared in support of the application. This document explains the programme of consultation that the scheme has been through in order to ensure that issues could be considered and addressed as the proposals come forward. The scheme has been developed in consultation with the Local Planning Authority, Statutory Consultees including Historic England, Transport for Greater Manchester and Greater Manchester Archaeology Advisory Service, Local Members, Greater Manchester Police, Places Matter! Design Review Panel, Network Rail, as well as adjoining owners and occupiers, landowners and the general public.

The proposal has also been informed by on-going public engagement in relation to the preparation of the wider St John's Masterplan and Strategic Regeneration Framework, with which the proposal is in full accordance; this includes a series of three public engagement sessions, where key stakeholders and members of the local community were invited to engage with the project team to put forward their ideas and suggestions for the development of the site.

During the process of adoption by MCC's Executive Committee, the draft Masterplan and Framework were subject to an extensive public consultation exercise co-ordinated by the Council, which included consultation with the local community, statutory consultees and other interested parties.

Further details of the consultation carried out and the feedback received and how this has been addressed are provided within the Statement of Community Consultation.

## **Environmental Impact Assessment**

The application is supported by an Environmental Statement which considered the potentially significant environmental effects of the proposals together with their cumulative effects taking into account committed development and the wider endorsed St John's Strategic Regeneration Framework and masterplan proposals.

## Application Documents

The application is supported by the following documents, which have been agreed with the Local Planning Authority:

| Document                                                           | Prepared By         |
|--------------------------------------------------------------------|---------------------|
| <b>Planning application, certificates and notices</b>              | Deloitte            |
| <b>Planning application fee</b>                                    | MQL                 |
| <b>Accommodation schedule</b>                                      | DCM / CPA           |
| <b>Red line boundary plan</b>                                      | DCM / CPA           |
| <b>Existing site plan</b>                                          | DCM / CPA           |
| <b>Existing plans, sections and elevations</b>                     | DCM / CPA           |
| <b>Demolition plan</b>                                             | DCM / CPA           |
| <b>Proposed plans, sections and elevations</b>                     | DCM / CPA           |
| <b>CGIs</b>                                                        | Our Studio          |
| <b>Planning and Tall Building Statement</b>                        | Deloitte            |
| <b>Statement of Community Consultation</b>                         | Deloitte            |
| <b>Design and Access Statement</b>                                 | DCM / CPA           |
| <b>Public Realm Strategy</b>                                       | Gillespies          |
| <b>Archaeological Desktop Report</b>                               | Salford Archaeology |
| <b>Environmental Standards Statement and BREEAM Pre-Assessment</b> | CWC                 |
| <b>Energy Statement</b>                                            | CWC                 |
| <b>Ecological Assessment</b>                                       | ERAP                |
| <b>Crime Impact Assessment</b>                                     | GMP                 |
| <b>Travel Plan Framework</b>                                       | Vectos              |
| <b>Site Waste Management Strategy</b>                              | Vectos              |
| <b>TV Reception Survey</b>                                         | Taylor Bros         |
| <b>Viability Assessment</b>                                        | MQL                 |

|                                                                                                                                                                      |                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| <b>Ventilation Strategy</b>                                                                                                                                          | CWC                                             |
| <b>Lighting Assessment (part of the Public Realm Strategy)</b>                                                                                                       | Gillespies                                      |
| <b>Residential Management Strategy</b>                                                                                                                               | JLL                                             |
| <b>Explosive Ordnance Threat Assessment</b>                                                                                                                          | Planit UXB Limited                              |
| <b>Environmental Statement (This is part of an EIA that covers St John's Place, Central Village and T1, T2 (formerly Riverside) and the St John's Energy Centre)</b> | Deloitte, with input from technical consultants |
| <b>ES CHAPTERS</b>                                                                                                                                                   |                                                 |
| <b>1. Introduction</b>                                                                                                                                               | Deloitte                                        |
| <b>2. EIA Methodology</b>                                                                                                                                            | Deloitte                                        |
| <b>3. Alternatives &amp; Design Evolution</b>                                                                                                                        | Deloitte                                        |
| <b>4. Site &amp; Development Description</b>                                                                                                                         | Deloitte                                        |
| <b>5. Construction Methodology &amp; Programme</b>                                                                                                                   | Wates and MQL                                   |
| <b>6. Socio-Economic Effects</b>                                                                                                                                     | Deloitte                                        |
| <b>7. Traffic and Transportation</b>                                                                                                                                 | Vectos                                          |
| <b>8. Air Quality</b>                                                                                                                                                | Hilson Moran                                    |
| <b>9. Noise and Vibration</b>                                                                                                                                        | Sandy Brown                                     |
| <b>10. Townscape and Visual Impact</b>                                                                                                                               | Chris Burnett Associates                        |
| <b>11. Built Heritage</b>                                                                                                                                            | Heritage Architecture                           |
| <b>12. Flood Risk and Drainage</b>                                                                                                                                   | RoC Consulting                                  |
| <b>13. Ground Conditions</b>                                                                                                                                         | RoC Consulting / Curtins                        |
| <b>14. Daylight, Sunlight and Overshadowing</b>                                                                                                                      | Watts                                           |
| <b>15. Wind Microclimate</b>                                                                                                                                         | Urban Microclimate                              |
| <b>16. Summary of Residual Impacts</b>                                                                                                                               | Deloitte                                        |

|                                                    |                                                 |
|----------------------------------------------------|-------------------------------------------------|
| <b>Technical Appendices (Volume 2)</b>             | Various                                         |
| <b>Standalone Non-Technical Summary (Volume 3)</b> | Deloitte, with input from technical consultants |

### Structure of Statement

The remainder of this Planning and Tall Building Statement is structured as follows:

- Section 2 – Sites and Surrounding Area;
- Section 3 – Details of the Proposed Development;
- Section 4 – Principle of Development;
- Section 5 – Planning Policy Context;
- Section 6 – Tall Building Assessment;
- Section 7 – Key Planning Considerations; and
- Section 8 – Conclusions.

## 2 Site and Surroundings

### Site Description

The application sites comprise previously developed land within the former ITV Quay Street Estate, which is the subject of an adopted Masterplan and Strategic Regeneration Framework for comprehensive redevelopment as a new residential-led mixed use neighbourhood called St John's.

### Central Village and T1

The Central Village and T1 Site is bounded by Quay Street and the Globe & Simpson Building (the site of the proposed St. John's Place development) to the north; Granada House and Studios (which has Planning Permission (Ref. 109246/FO/2015/C1) for conversion into a hotel and associated event space and new office building (OGS, formerly Manchester Grande)) to the east; the Bonded Warehouse (which has Planning Permission for conversion into workspace with retail and restaurant and café uses), Starlight Theatre and the Grade II Listed Colonnaded Railway Viaduct to the south; and, the Grade II Listed Victoria and Albert Marriott Hotel and Water Street to the west.

The Central Village and T1 Site is identified on the plan below at Figure 2.

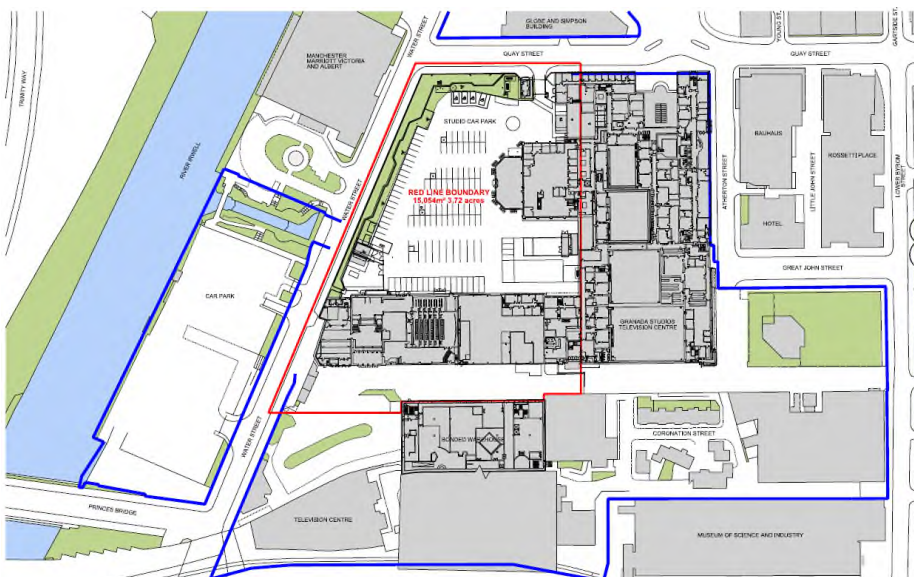


**Figure 2: Site location plan**

The Central Village and T1 Site currently accommodates buildings and workshops associated with its former use by ITV, including the Security Lodge, Workshop and Staff Welfare Building, which are proposed to be demolished as part of the proposals for Old Granada Studios (OGS)

(formerly Manchester Grande) outlined above. It also accommodates an area of surface parking, which will be utilised on a temporary basis for OGS in advance of the Central Village and T1 proposals coming forward. The perimeter wall to the ITV Quay Street Estate surround part of this site to the north and west, alongside some tree planting.

### **Site Context**

The site comprises previously developed land located entirely within the Castlefield Conservation Area and within the former ITV Quay Street Estate in Manchester City Centre. The site forms part of a wider Masterplan and Strategic Regeneration Framework for the area, which is known as St John's.

In terms of land uses the dominant use in the area remains the former ITV Quay Street Estate, which encompasses land to the west and south of the site including the Bonded Warehouse and the temporary Coronation Street Visitor Attraction.

The site is located to the south of the Spinningfields commercial district of Manchester City Centre; an exemplar of City Centre economic regeneration.

Castlefield is predominantly to the south of the site, an established residential district, set within the City's legacy of industrial infrastructure and buildings, and infused with leisure, retail and heritage attractions.

The St John Street district lies to the east of the site, a mixed-use district characterised by Georgian buildings used as residences and space for professional businesses including legal, accountancy and medical professions.

Immediately beyond the St John Street district is the south Deansgate area, which comprises retail facilities, leisure attractions and the City Centre's conference facilities.

To the west of the site is the Grade II Listed Victoria and Albert Hotel and the River Irwell beyond, with hotels and office uses located on the other side of the river. There are a number of current mixed-use regeneration initiatives underway on the Salford side of the River Irwell, including Wilburn Basin, Salford Central and Middlewood Locks (mixed use schemes including office, retail and residential).

The wider site is currently accessed by vehicles and pedestrians from Water Street and New Quay Street.

### **History and Conservation Status**

The site does not contain any statutorily listed structures. It is located within the Castlefield Conservation Area and nearby to the St. John Street Conservation Area to the east.

The Central Village and T1 site is bounded by railway arches attached to the Grade II Listed Colonnaded Railway to the south.

The sites are also in close proximity to the Grade II Listed Zig Zag Viaduct, Grade II Listed Victoria and Albert Hotel, the Grade II Listed Manchester and Salford Junction Canal tunnel (located underneath the existing annexe

building to the former Granada HQ Building, but outside of the application sites), the Bonded Warehouse, former Granada HQ Building and Studios (non-designated heritage assets).

In order to accurately understand the heritage value of the site and inform the development of the wider St John's Masterplan and SRF, a site-wide Heritage Appraisal was prepared by Stephen Levrant Heritage Architecture (SLHA) in May 2014. This document assessed the wider area, its heritage assets and assigned specific buildings as 'Non-Designated Heritage Assets', which are buildings of good local character and are of heritage significance but not at a level that would pass the threshold for national designation.

The SLHA 2014 Heritage Appraisal concluded that the majority of the existing buildings on the Central Village and T1 site, including workshops associated with the former use of the site by ITV, are not of heritage significance. The Administration Block, which is considered to be a non-designated heritage asset of considerable significance, will be demolished as part of the Manchester Grande proposals under Planning Permission Ref. 109246/FO/2015/C1).

The Heritage Statement prepared in support of OGS (formerly Manchester Grande) concluded that the former Granada HQ Building and Studios were the assets of principal significance and the proposals allowed their successful conversion without significant alteration; therefore, as part of securing and successfully re-utilising these heritage assets, as well as the wider public benefits to Manchester that a scheme of this quality will offer, it was necessary to propose the demolition of ancillary structures of lesser significance including the Administration Block.

The Heritage Report prepared by SLHA has further developed this initial work into a site-specific heritage assessment of the Proposed Developments, which is submitted alongside the application (included as a technical appendix to the Environmental Statement) and assesses in detail the heritage designations and interests in and around the site.

## **Planning History of the Site**

The majority of the Central Village and T1 site also falls within the boundary of the Manchester Grande Planning Permission (109246/FO/2015/C1) referenced earlier in this Statement. The extent of overlap relates primarily to an area of the Manchester Grande (OGS) application boundary that has consent for temporary surface car parking associated with the operation of the hotel, event spaces and potentially other early phases of the St. John's Masterplan in advance of the Central Village and T1 proposals coming forward.

There is a condition attached to the Manchester Grande (OGS) Planning Permission that requires this car parking facility to remain operational until redevelopment at which time alternative temporary car parking arrangements would need to be made. Once the Central Village and T1 development is complete, car parking for this development and the wider St. John's Masterplan would be provided within the Central Basement Car Park to be delivered as part of these proposals.

In addition, demolition of a number of existing structures within the Central Village and T1 site, including the Administration Block, will be carried out

under the Manchester Grande (OGS) Planning Permission as it forms an earlier phase of development than the Central Village and T1 proposals.

The historic applications relating to the Central Village and T1 site are not considered to be relevant to these applications.

### **Transport and Accessibility**

The locational characteristics of the proposed development support the opportunity to deliver a successful development at the sites. These characteristics and opportunities are summarised below.

- The site is within walking distance of a number of key services and facilities as a virtue of being within Manchester City Centre. A 1km walk from the sites covers much of the City Centre, which includes many food outlets, bars, restaurants, leisure and retail facilities.
- The Central Village and T1 site forms part of the wider proposed St John's neighbourhood, which is underpinned by a Masterplan prepared by Simpson Haugh and Partners. The vision for the area is to be a best in class residential-led mixed-use neighbourhood including a wide range of retail and cultural facilities over the next ten years.
- The site is in close proximity to the commercial area of Spinningfields. Spinningfields has become established as a world class office destination for financial and professional services and wider mix of uses including high quality civic, residential, hotel, leisure and retail space.
- In addition, the site is located adjacent to Castlefield, an established residential neighbourhood within Manchester City Centre.

The location of the site is highly accessible by public transport. There are a wide range of options available within close proximity to the site, as described in the following paragraphs.

#### **Rail**

The site is accessible from a number of railway stations with the closest being Salford Central and Deansgate approximately 500m from the site. Other stations include Oxford Road within 1km walk with Piccadilly and Victoria a further walk but accessible easily via Metroshuttle.

These stations provide local commuter services, as well as transport coverage across the North West and the United Kingdom including direct services to London. Direct services to Manchester Airport can also be taken from Piccadilly and Oxford Road.

There are significant plans to improve infrastructure across the North through schemes including The Northern Hub. This is a Network Rail project that will deliver £530m of targeted investment to transform Northern England's rail network and improve connectivity.

A key proposal is the Ordsall Chord, a new viaduct to connect Manchester's Victoria, Oxford Road and Piccadilly Stations, and Salford Central Station. The Ordsall Chord Order enabling the development was granted by the

Secretary of State for Transport in March 2015 and the current programme for delivery is for the Ordsall Chord to be operational during 2018.

All stations have also been the subject of upgrade and improvement works as part of the Northern Hub programme, enhancing the capacity of the stations, improving frequency and journey times of services and creating improved passenger experience.

Manchester will benefit from the forthcoming High Speed 2 scheme, which will include a new terminal station at Piccadilly and is earmarked for completion in 2032/2033. HS2 will reduce journey times between Manchester and London from 2 hours and 8 minutes to 1 hour and 8 minutes, as well as creating additional capacity on the network. There are also tentative plans for a High Speed 3 route linking major Northern cities including Manchester, Leeds and Sheffield.

### **Metrolink**

The site is within walking distance of several existing Metrolink stops including St Peter's Square and Deansgate-Castlefield. These stops are situated approximately 800 and 500 metres from the site respectively, providing direct services to Ashton-under-Lyne, East Didsbury, Rochdale, Oldham, Eccles, Altrincham, Bury, MediaCity:UK and Piccadilly Railway Station.

In addition, there is major committed investment in Metrolink infrastructure currently being delivered. The recently opened Manchester Airport line currently terminates at Cornbrook but upon completion of the Second City Crossing referred to below will be routed through the City. This will allow direct Metrolink access between the City Centre and Manchester Airport and Wythenshawe. There are also plans to extend the Metrolink to Trafford Park, which were recently consulted on by Transport for Greater Manchester.

Construction has begun on the Second City Crossing, which is scheduled to open fully in 2016 and will substantially increase the capacity of the network with an extra 45 trams per hour running through St Peter's Square. The new stop at Exchange Square opened in December 2015. This will help cater for continued growth in Metrolink passenger numbers and allow more people to easily access Manchester City Centre.

### **Bus and Metroshuttle**

The closest bus stop is on Deansgate servicing locations across the North West including Bolton, Accrington, Blackburn, Burnley and Preston.

In addition, the free, fully accessible Metroshuttle service operates from Lower Byrom Street and Deansgate allowing access to Piccadilly, Oxford Road and Victoria Railway Stations as well as locations across the City Centre. There are three separate services, which stop within relative proximity to St John's, running on a 6 to 10 minute frequency.

The St John's site will become one of the main destinations for visitors to Manchester offering many cultural events as well as being a destination for residents and employees. It is considered that the Metroshuttle should reach the heart of the St John's site and therefore it is proposed that Metroshuttle Route 2 could be diverted from Lower Byrom Street along

Grape Street onto Water Street and then re-join its previous route on Quay Street.

This link could help meet the needs of many visitors looking to connect with the major public transport nodes of Piccadilly Station.

### **Planning Context**

The former ITV Quay Street site is subject to an adopted Masterplan and Strategic Regeneration Framework (Manchester City Council Executive Committee, February 2015). The Updated Masterplan is provided at Appendix 2. The sites are located within the St John's area.

Several individual planning applications are being brought forward in order to deliver the St. John's Masterplan; the plans are broadly divided into six schemes.

Planning Permission was granted for the early phases of St. John's on 21 October 2015. This includes:

- Bonded Warehouse – refurbishment of the building for conversion as a mix of office, retail, restaurant and café use – Planning Permission Ref. 109466/FO/2015/C1.
- OGS (formerly Manchester Grande) – refurbishment and redevelopment of the HQ Building and Studios for a hotel and associated event space, together with a new office building – Planning Permission Ref. 109246/FO/2015/C1.
- South Village (formerly Village Phase 1) – residential-led redevelopment of the former Coronation Street set and adjoining land, to provide 57 residential units together with retail and workspace at lower levels and associated public realm and car parking submitted – Planning Permission Ref. 109241/FO/2015/C1.

The following application was approved in October 2016:

- St. John's Place - Demolition of the existing Globe & Simpson and Albert Shed buildings; erection of new buildings, including a tower element (of up to 52 storeys), for residential and hotel use, together with associated public realm and car parking – Planning Permission Ref. 109660/FO/2015/C1.

The following applications have either been submitted to MCC and are awaiting a decision or will be submitted in due course.

- The Factory - Factory will comprise 15,145 sq. m. of flexible auditorium spaces to be used for theatre, music, dance, art and other performance-related events and potentially conferences (Sui Generis) and associated facilities, including retail and restaurant use (Use Class A1 and A3), office, administrative and back of house function (Use Class B1), training and educational facilities (Use Class D1), servicing and access arrangements, circulation and external landscaped areas – Submitted October 2016.
- T2 - Residential building of 36 storeys. To be submitted November 2016.

# 3 Development Proposals

This section details the development proposed within the application and should be read in conjunction with the Design and Access Statement and application drawings submitted in support of this planning application.

## Use and Amount

In summary, the development will comprise a mix of residential, with ground floor retail, restaurant and café and bar uses, alongside workspace provision within the Central Village.

The Central Village comprises four distinct blocks of 7 to 8 storeys, which will provide workspace that works together with the proposed offer of the refurbished Bonded Warehouse (which has Planning Permission for conversion as workspace supported by retail, restaurant and café and bar uses) to create a critical mass of space for the use of the creative industries and TMT sector.

Uses will be layered within all other buildings to provide a truly mixed use scheme.

The tables below summarise the proposed floorspace. For a more detailed area schedule, please refer to the Design and Access Statement prepared by Denton Corker Marshall and Cartwright Pickard.

## T1

|                                         | GIA (sqm) |
|-----------------------------------------|-----------|
| <b>Residential (Use Class C3)</b>       | 24,849    |
| <b>Retail (Use Classes A1/A2/A3/A4)</b> | 502       |
| <b>TOTAL</b>                            | 27,456    |

## Central Village

|                                         | GIA (sqm) |
|-----------------------------------------|-----------|
| <b>Live / work</b>                      | 2,896     |
| <b>Commercial (Use Class B1)</b>        | 22,336    |
| <b>Retail (Use Classes A1/A2/A3/A4)</b> | 3,596     |

|                                          | <b>GIA (sqm)</b> |
|------------------------------------------|------------------|
| <b>TOTAL (excluding basement levels)</b> | 28,962           |
| <b>TOTAL (including basement levels)</b> | 44,047           |

The tables below summarise the proposed residential mix. The residential units are all 1-2 bed with the exception of three 3-bed live/work units. The residential units within T1 will be build-to-rent and therefore more suited to smaller unit types. It is anticipated that more family sized, larger unit types will be provided across the wider St. John's regeneration area.

#### **Residential Mix (T1)**

| <b>Unit Type</b>         | <b>Number</b> |
|--------------------------|---------------|
| <b>1 bed</b>             | 101           |
| <b>2 bed</b>             | 201           |
| <b>Penthouse (2 bed)</b> | 3             |
| <b>TOTAL</b>             | 305           |

#### **Residential Mix (Central Village)**

| <b>Unit Type</b>           | <b>Number</b> |
|----------------------------|---------------|
| <b>1 bed – live / work</b> | 4             |
| <b>2 bed – live / work</b> | 7             |
| <b>3 bed – live / work</b> | 3             |
| <b>TOTAL</b>               | 14            |

#### **Layout, Massing & Scale**

The layout of the scheme is demonstrated in Figure 3.

The layouts of the proposed scheme was considered in response to the opportunities and constraints presented by the sites and have been informed by the following principles in particular:

- Reinstatement of Grape Street as a public route connecting Lower Byrom Street to the River Irwell.
- The introduction of a new north to south route, connecting a new public space at the junction of Gartside Street and Quay Street

through to the boundary of the Museum of Science and Industry (MSI) complex. The layout has been designed to enable potential future through MSI and to Castlefield beyond. Any such connection would be subject to agreement with MSI and the design team will continue to work pro-actively with MSI's representatives in this regard.

- The retention of Water Street, with appropriate public realm treatment to make a more pedestrian friendly environment.
- The location of the development at the heart of the St John's regeneration area, a horizontally layered, mixed use development centred around a series of pedestrianised, interconnected 'pocket' squares and streets.
- The layout of the proposals will reflect the overarching design principles of the 'sky' and the 'village' with both elements being included in the proposals.

The proposals include one tower of 36 storeys (T1). The proposed tower will form a group with the other taller buildings proposed as part of the St John's area including 51 storey tower in the St John's Place development (subject to a separate Planning Permission), stepping down in scale towards the identified heritage assets.

### **Central Village and T1**

Across the site it is proposed that workspace and retail occupy a dense array of 7-8 storey buildings providing a hard edge to street blocks and reinforcing the hierarchy of primary and secondary routes that give a focus to retail frontages and create quieter meandering streets, on the model of a 'village'.

The Central Village building mass and footprint has been broken down into four distinct blocks, three of which are linked at ground floor. The fourth is linked via a series of bridges at higher levels as are the three other.

Both external and internal public streets cross through the building footprint adhering to the masterplan proposals for focus placed on primary retail routes. More informal secondary routes provide access to both retail and office and live/work space ensuring they will be used at all times of day.

The residential tower contains a mixture of 1 and 2 bedroom apartments which have been designed with open plan living areas, large windows to maximise daylight / views and layouts to appeal to a range of tenants.

Specific amenity spaces for dining, entertaining, meeting and leisure have been provided for residential use and have been located for ease of access on ground floor and first floor and roof level to take advantage of extended views across Manchester.

Commercial spaces have been provided for public and residential use and located to promote an active ground floor zone. With fully glazed frontages facing north, east, south and west, the ground floor commercial zones will extend into the public realm providing opportunities for external seating and dining.

The following factors have been considered with regard to orientation of the proposals:

- The proposed orientation of T1 is designed to respond specifically to the local environmental context by addressing the southerly aspect of Central Village; preserving the daylight/sunlight at street/park level and maximising uninterrupted views from the upper apartment levels.
- The elevational treatment to each façade of the Central Village has also been designed to suit the orientation it faces, with more vertical solar shading to the east and western facades and the inclusion of more solid elements in the south facade. Also, the inner facades which face into the atrias have a greater expanse of glazing due to the wider structural column bays. This allows more natural daylight into the office floor plates.

## **Appearance**

### **T1**

The strategy and design concept for T1 and T2 (yet to be submitted) is that both buildings are to be read as a pair. This has led to an architectural approach that visually links them together in their external appearance as well as their massing and scale.

Both towers have been developed as a distinctive sculptural form which book-end each other on the skyline. Their appearance is of smooth glazed blocks which have been enclosed on three-sides with a metallic 'wrap'. This wrap is set forward of the glazed block to reinforce the impression of an applied layer over a glass tower. T1 will have a copper coloured wrap and T2 a silver coloured wrap.

The wrap is located only around the residential floors. Openings for the apartment windows are punched through the metallic layer in an apparently random manner to create a delicate, visually textured and fabric like effect.

The monolithic look of the glazed block is achieved by incorporating floor to floor glazing around the lower two floors of the tower, across the south elevation and around the upper roof levels.

Two façade systems are proposed for the elevational treatment, one for the 'wrap' and the other for the 'glass block'.

- Wrap – this is designed as a rain-screen cladding system with punched windows. The finish to the rain-screen is a metallic paint finished aluminium panel with minimal joint width to create the look of the 'wrap' as a single layer of metal. The window frames have the same appearance and finish as the glass block cladding system.
- Glass Block – A curtain-wall system with vision panels to the habitable rooms and opaque back-painted spandrel panels to areas of solid. The colour and look of the opaque panels will match the day-time appearance of vision panels. Glass to glass joints enhance the appearance of a sleek glazed finish.

## **Central Village**

The building is envisaged as a rugged, exposed concrete frame with dark metal cladding and multi framed Crittal-style glazing. It references the style and proportions of some of the warehouse buildings in New York districts. Large areas of glazing, tall floor to ceiling heights with exposed concrete soffits help create flexible, light and thermally efficient spaces for both commercial and residential floors.

The window pattern and proportion is developed to provide good levels of daylight and to respond to the structural layout and the requirements of maximum flexibility for the workspace. The windows have deep reveals which give light and shade to the elevations and offer solar shading. This is further enhanced on east, west and south facing facades with vertical fin brises soleil to passively manage the solar gain for the workspace within.

The material palate is a rational use of high quality, durable materials and modern design. The proposed palette is simple, consisting of high performance glazing, patinated black anodized aluminium and patterned pre cast concrete.

The high quality restrained palette acts as a foil to the predominant use of curtain walling and metal cladding of the neighbouring high rise buildings and is used to 'ground' the building reflecting its role as part of the 'village' element of the master plan.

All buildings share a common palette of materials, which ensures that the Central Village is read as a distinct neighbourhood within St John's and visually read as fractured elements of a single object commensurate with the monolithic nature of the adjacent warehouses.

## **Landscaping and Public Realm Strategy**

Gillespies has prepared a comprehensive landscaping and public realm strategy for the Proposed Development.

Central Village and T1 is a tight knit series of residential and traffic calmed streets opening to a series of significant public spaces. The buildings and access ways frame these adjacent significant areas of public realm and give them character - while at the same time providing intimate public and semi-public spaces for residents and visitors to enjoy. The ground level is anticipated to be a mix of business and cafe use with access to upper level residential units.

The Central Village and T1 site contains significant areas of green open space. Significant tree planting using larger tree species through the streets and plaza spaces of Central Village and Tower 1 will bring visual benefit as well as helping with creating a more comfortable micro-climate and habitat diversity. Garden terraces and roof gardens in Central Village and on the roof tops of T1 will be private gardens for residents but will bring benefits in terms of habitats, reducing surface water run-off and significant green space when viewed from the residential tower.

Lighting will be covered by a combination of functional space lighting as well as feature lighting to create usable spaces in the evenings and throughout the year. All lighting is to be selected and laid out with a view to avoiding

clutter at street level and enhancing the legibility of the routes through the Central Village and T1 site.

Much of the public realm is either traffic free or traffic calmed and will be an attractive environment for pedestrians. The careful management of traffic will create a safe public realm while allowing service access for the functioning of the site.

## **Access**

The proposals include the continuation of the re-instatement of historic Grape Street, which links Lower Byrom Street and Water Street, with the initial portions of this route being delivered as part of the Village Phase 1 and Bonded Warehouse Planning Permissions. This link is designed to be traffic calmed and is proposed to provide access to residential and commercial properties and also serve as a route for the diverted Metroshuttle bus service, subject to agreement with Transport for Greater Manchester.

Water Street is proposed to be traffic calmed and offer pedestrian crossings at key desire lines for pedestrians between the two schemes.

Within Central Village there is a network of streets over which pedestrians would have priority.

## **Car and Cycle Parking**

Two levels of basement car parking will be provided underneath the area of lower rise element of Central Village, with 465 spaces (including 28 accessible bays) that will serve the Proposed Development and the wider St. John's Masterplan.

City Car Club parking spaces are proposed to be included within the public realm (final numbers to be agreed as part of the wider St. John's Masterplan strategy).

St John's promotes cycling and the proposals incorporate close to 700 cycle parking spaces in total.

- 340 cycle parking spaces are provided in the basement to serve the Central Village.
- 95 cycle parking spaces are located in the ground floor of the T1 tower.
- Sheffield Stands are provided within the public realm - 6 blocks of 5 stands, providing 60 cycle parking spaces total.

The cycle hub provided within Central Village will incorporate cycle parking, lockers and shower facilities and also a cycle hire arrangement which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's residents and occupiers.

## Servicing and Waste Management Arrangements

A Waste and Servicing Strategy has been prepared by Vectos in respect of each scheme and these are submitted in support of the proposals.

The general service strategy for the buildings on Central Village and T1 is for delivery vehicles to pull up close to the loading access areas of the buildings. These are shared surface areas without specific loading bays marked nor kerbs. These service routes would be subject to a 5mph speed limit. Service vehicles would access these areas as guests within that space with pedestrians having higher priority and vehicles limited to moving at walking pace.

Most of the servicing accessing Central Village and T1 would also be time limited to avoid periods of high pedestrian activity.

Tracking diagrams are included within the Waste and Servicing Strategy to demonstrate vehicle movements around the service route.

It is anticipated that there will be the following number of servicing deliveries per day across the proposed development:

| Service Vehicles       | Vehicles per day | Peak hour 10:00-11:00 |
|------------------------|------------------|-----------------------|
| <b>Tower 1</b>         |                  |                       |
| <b>HGVs</b>            | 0.5              | 0.1                   |
| <b>LGVs</b>            | 18.1             | 4.3                   |
| <b>Central Village</b> |                  |                       |
| <b>HGVs</b>            | 6.2              | 1.3                   |
| <b>LGVs</b>            | 39.7             | 8.0                   |

It can be seen that most deliveries are expected to be made by vans. The overwhelming majority of deliveries would be made within 5-10 minutes and the vehicle would move on.

The servicing and waste collection will comply with the Manchester City Council Waste Storage and Collection Guidance for New Developments offering sufficient space for vehicles to manoeuvre safely.

A private waste operator would be called on a regular basis to collect waste. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers. Refuse store areas would also be subject to appropriate ventilation.

Residents within T1 would use a waste chute to deposit their rubbish from a waste lobby on each floor. Residents would press a colour coded waste button depending on which type of waste is to be deposited. At the base of the chute there will be an automated tri-separator to segregate waste.

There would be three Eurobins beneath the Chute. The waste would be directed to the appropriate bin controlled by the button pressed by the occupier above. The management company would monitor the bins as they fill and replace them with empty bins according to demand. There would therefore be three waste streams created and these would be colour coded to help management and compliance. The waste streams expected are as follows:

- General Refuse (including food waste);
- Mixed dry recyclables Mixed Glass; Plastic Bottles; Foil, Food Tins; Drink Cans;
- Pulpable Mixed Paper and Card.

The building managers would monitor the waste accumulation and as the bins become full and when they require emptying they will call the waste operator for collection. Given the scale and nature of development it is possible that several refuse collections be made to the site per day to collect the different waste streams.

The residents in the live/work units of Central Village to take or arrange for their waste to be taken to the basement bin stores under Central Village. The workspace occupiers will also arrange for their waste to be taken to those refuse stores. Here there will be four waste streams with food waste collected separately. The frequency of collection for live/work and workspace waste is 3 times per week.

### **Inclusive Access**

The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 Edition). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application sites through to moving around the internal parts of the buildings and accessing information (signage, contact details etc).

The Design and Access Statement sets out in detail a number of design features and measures taken to ensure inclusive access for all across the two Proposed Developments, including:

- All entrances have been designed to be level access.
- Ramps are incorporated where necessary, including within the first phase of the Riverside Park.
- Widths of entrances comply with or exceed statutory guidance.
- Main reception areas are located on the ground floor of all buildings.
- All buildings will be provided with full accessible lifts
- All primary circulation corridors are minimum 1500mm wide.

- The internal layout of apartments will be carefully considered with regards to minimum turning circles, electrical fittings placements, glazing height and potential adaptations such as handrails. Apartments will be capable of adaptation to be DDA compliant.
- Disabled parking will be provided in the basement and lift access will be provided to all levels.
- Emergency access strategies will also be arranged.

# 4 Planning & Policy Context – Principle of Development

## Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise.

In this instance, the development plan comprises the Manchester Core Strategy (2012) and Saved Policies of the Manchester Unitary Development Plan (UDP) (1995).

The following documents are relevant 'material considerations'.

- The National Planning Policy Framework;
- Guide to Development in Manchester SPD;
- Providing for Housing Choice SPD; and,
- St. John's Strategic Regeneration Framework.

A full planning policy review is included in Section 5. The remainder of this section outlines the key allocations and designations alongside the principle of the development.

## Site Allocations and Designations

The site specific planning policy designations set out within the development plan and other policy documents are listed below.

The site is allocated in the city centre area (policies CC1-CC10), as a regional centre (policy EC3) and within the Castlefield Conservation Area.

In addition, the site is detailed with the SRF as:

*"The 'Village' will be a series of intimate grain, low-rise mixed use buildings on the site of the former Coronation Street lot and in the core area of the site. It will be designed to tie in with the urban grain of the existing St John's residential area to the east and also to reinstate the historic street pattern in this location, for example Garden Court could be reinstated. Pockets of public space would be 'hidden' within the street pattern for people to discover, animated by café awnings, outside seating and street performers. Each building would be designed to be sensitive to the neighbouring St John's residential area and the Listed MOSI and Victoria and Albert warehouses, as well as the Bonded Warehouse. A mixture of new, layered accommodation will be provided within this element of the scheme, including apartments, live/work units, townhouses, workspace and*

*studio space and leisure. The Village will provide a mixed use development, which is complementary to the proposed cultural offer within the indicative Masterplan, as well as providing a critical mass of employees and residents as potential users of the facilities."*

The sites do not contain any statutorily listed structures; they are located within the Castlefield Conservation Area and nearby to the St John Street Conservation Area to the north east.

The Grade II Listed Manchester and Salford Junction Canal tunnel, which was listed in 2013 predominantly in recognition of its use as a WWII air-raid shelter, is located underneath the existing annexe building to the former Granada HQ Building and outside of the application site boundaries. The former canal associated with the tunnel used to run underneath the site. The canal itself is largely filled in and is not subject to listing.

Due to the scale of the proposals (T1 comprises 36 storeys), they will have a significant zone of visual influence in the City Centre. There is an opportunity to create an exciting, new cluster of tall buildings to create a western gateway in the City Centre. As part of the process of establishing the case for the proposals it is necessary to consider their effect on key views within the City Centre, and especially where they will be seen from key public spaces, viewing corridors and within the setting of Listed Buildings (especially Grade I and II\* Listed Buildings). The visual impact of the proposed towers is fully considered in Section 7 of this Statement by reference to the Townscape and Visual Impact Assessment and Built Heritage Chapters of the Environmental Statement (Chapters 10 and 11 respectively).

The site is largely within Flood Zone 1 (low risk of flooding) but partly fall within Flood Zone 2. The sites are also located within a Critical Drainage Area. A Flood Risk Assessment and Drainage Strategy is submitted in support of the planning application (as a technical appendix to Chapter 12 of the Environmental Statement).

These designations and the wider policies of relevance to the proposals are discussed in the following section.

## **Principle of Development**

The proposals, by virtue of the mix of uses, seeks to support and complement existing City Centre uses through the improvement of the overall mix of land uses and contribution to the improvement of viability and vitality.

The site is allocated as being within the City Centre and forms part of the St. John's Masterplan and SRF. In line with the allocation, the proposals form a new 'village' as well as a tower to constitute the desired 'sky' living.

The proposed uses – retail, workspace and residential – fully accord with the Manchester Core Strategy policies for a City Centre location and the SRF allocation.

## **Residential**

There is an identified need for housing in Manchester to meet the growing population and workforce. An assessment of residential context is included

in Appendix 1. In line with the requirements in the NPPF the mix of housing has been designed to take into consideration existing and future housing needs in the City Centre. The proposals include a mix of residential unit types and sizes including 1 and 2 bedroom apartments and penthouses.

The design of the residential units has referenced the Draft Manchester Residential Quality Guide. Apartments have been carefully considered and designed to appeal to the private rental scheme market. The overall internal space standards take account of the additional residential amenity areas being provided within the building. The following key considerations and criteria have been incorporated into the design of the apartments.

Where apartment sizes fall under the nationally prescribed standard, mitigation has been provided to ensure that the proposals still meet the overall requirements of the Draft Manchester Residential Quality Guidance.

Layout options for the apartments have been designed to offer the greatest flexibility. The apartment layouts are highly efficient and have been fire engineered layouts which allow open plan living without need for the traditional entrance corridor. As a result, the main room dimensions in all cases either meet or exceed the national space standards.

Unlike typical open market housing, the build to rent model here is providing private amenity space for residents outside of the apartments. This allows higher quality amenities and can help to foster a sense of community which is one of the most important aspects of successful residential development. Amenity areas are provided across the development including storage, lobby and meeting areas, communal dining, media and outdoor facilities. These areas are all seen as an extension to the apartments, available for use by all tenants.

The evolving lifestyle concept behind St John's is a key part of the offer, and something that it is going to be unique and very special to this site due to the combination and curation of uses and place making.

The application is accompanied by a Making the Place document which outlines the place making strategy which has informed the St John's Masterplan. Central Village is a mixed use development for retail, commercial, workspace, and residential accommodation, combining the latter two in live/work units.

Neighbouring the Old Granada Studios, the atmosphere will be vibrant and lively with great opportunities for sheltered external seating spilling out from a series of large units occupied by restaurants and bars. The development will have an atmosphere that celebrates the industries occupying the wider St. John's site. The hustle and bustle of people living and working side by side will be integral to the animated spirit of Central Village.

Affordable housing is not viable as part of the proposals. A Viability Appraisal is submitted in order to consider the scope of the proposal to contribute towards affordable housing within the City. The Viability Appraisal demonstrates that the proposed scheme is viable and capable of being delivered; however, the appraisal cannot support affordable housing. The architecture and external appearance of the buildings have been maximised within the viability constraints of the development appraisal.

The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within the St. John's SRF, which envisages the delivery of comprehensive new development including new public realm and other infrastructure across a site that has been closed off to the public for many years.

The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

### **Retail and Food and Beverage**

In line with the allocation of the sites and location in the City Centre the lower floors of each of the buildings have been designed to include uses that will create activity throughout the day and evening.

Manchester Core Strategy Policy CC7 Mixed Use Development encourages the delivery of mixed use development within the City Centre as a means of using land as efficiently as possible. In particular, active ground floor uses (shops, food and drink, and leisure) are considered to be appropriate as part of a new development that will create a mixed use environment, such as St. John's. The inclusion of these uses is intended to add to the vitality of the area, as well as supporting the residential and office use both within St. John's and the surrounding areas.

The vision for St John's is to foster a new neighbourhood – one which promotes enterprise, entrepreneurship and innovation through its design, layered mix of uses and target occupiers.

In particular, all of the retail space has been designed around small units. Although a number of small units could be combined to create larger units, the depth and configuration is unlikely to attract or be suitable for chain stores and national multiples.

Instead, it is intended that these units will appeal to smaller businesses and independent traders. Many of these occupiers will be retailers that seek to meet the needs of the residents of the new St John's neighbourhood. The layering of the retail and workspace uses within Central Village allows for the two to be physically linked, which it is hoped will attract makers and creators wanting to set up studio-type space within the ground floors.

The Central Village contains a number of ground floor retail units, which form the majority of the ground floor frontage. There is some café and restaurant / bar provision on the ground floor of this part of the development, these are located to take advantage of the series of public squares that will be provided across the Village area.

The T1 tower contains space for a flexible mix of retail uses at ground and first floor with separate entrances to that used by the residents. Space is provided to allow commercial use to spill out on to external terraces, to assist in enlivening the public space around the building.

Manchester Quays Limited will, as part of its marketing, develop a Retail Letting Strategy for the lower floor units of the St John's neighbourhood. This will guide the overall tenant mix and provide a safeguard for incoming occupiers elsewhere across the new neighbourhood. This strategy has been proven to work well at Spinningfields, where the estate's restaurants, bars

and shops provide a cohesive, holistic and highly successful offer to its many users and visitors.

## **Commercial**

In line with the location of the site within the City Centre, business and workspace floorspace will be provided as part of layering of uses within this scheme; through the delivery of this floorspace, there is an opportunity to create a significant amount of employment within the area. Using the HCA Employment Densities Guide (2nd ed.) it has been calculated that up to 1,730 FTE permanent jobs across a range of skills levels could be created by the Central Village and T1 development.

The Manchester Crane Survey 2016 report published by Deloitte in January 2016 states that there was an absence of any new Grade A office space completed in 2015, the first time ever in over 14 years. This seemingly biennial reduction in supply of new space as put upward pressure on rents. However, the volume of Grade A office space currently under construction is 1.04 million sq. ft. within the study area, which is the highest since 2008<sup>1</sup>.

The results of the Crane Survey reveal that the volume of office space under construction within the study area has increased from 325,000 sq. ft. last year to 1.04 million sq. ft. this year and equates to a total of 5 new starts. Although no new space was delivered in 2015, the current level of construction is expected to deliver approximately 520,000 sq. ft. in both 2016 and 2017, which is similar to average levels of pre-recession delivery between 2002 and 2008.

Notably, 2015 has suffered from the biennial lull in completions due to post-recession low pipeline activity and 18+ month timescales for completing major office schemes. However, the high level of floorspace being constructed, combined with staggered start dates, will offer a steadier supply over the next two calendar years, irrespective of what may come forward between now and the end of 2017.

The high level of construction is driven by 5 major schemes: 2 St Peters Square, One Spinninfields, XYZ Building, 101 Embankment and One New Bailey. This delivery of Grade A Office Space is driven by high levels of demand which means that 78.4% of the space to be delivered in 2016 is currently pre-let.

This pattern continued into the first quarter of 2015 with MOAF figures highlighting that 317,698 sq. ft of floorspace was taken up between January and March 2015 with figures dominated by lettings by PwC (49,406sq. ft within '1 Spinningfields') and Ernst and Young (41,628sq. ft within '2 St Peter's Square').

An analysis of the figures for Q1 2015 outlines that whilst transactions for large amounts of floorspace within forthcoming new build Grade 'A' buildings are highlights the pattern for the quarter was that only 10% (six) of the transactions over the period were for leases over 10,000sq. ft.

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<sup>1</sup> The Deloitte Real Estate Manchester Crane Survey reports on a period of November 2015 to January 2016 and covers offices over 10,000sq. ft  
<http://www2.deloitte.com/content/dam/Deloitte/uk/Documents/real-estate/deloitte-uk-manchester-crane-survey-2016.pdf>

Indeed, the more apparent trend is that there is still a significant market for letting smaller floorplates within Manchester City Centre with 90% of transactions (sixty-three) completed for less than 10,000sq. ft of floorspace. Furthermore, 49% of total transactions (thirty-four) were for less than 2,000sq. ft of floorspace.

The provision of flexible workspace within the development, which could be tailored towards the need of an occupant and will be targeted towards creative businesses, is in keeping with Manchester's growing reputation as a location for creative industries and also recent transaction evidence highlighting that the vast majority of transactions in 2015 are for businesses looking for less than 2,000sq. ft of floorspace.

The history, location, natural and heritage assets of the St John's SRF area lend themselves to the development of a new creative neighbourhood that adeptly combines high quality residential development, cultural uses, workspace targeted at creative enterprise and TMT sectors and active ground floor retail in a horizontal layering of uses that facilitates interaction and collaboration.

The St. John's Masterplan plays a key role in providing space and opportunities for a range of uses and functions, creating a large and rich creative cluster (alongside Media City and Sharp Digital) that enables more talented people to stay and make their careers in Manchester.

Through the formation of small and large workspace buildings and commercial workshops, retail units, cafés and studios, St. John's offers a multitude of opportunity for business success. St. John's is a major opportunity for those makers, creators, designers and innovators with integrity, drive and ambition to manufacture or collaborate on-site.

# 5 Accordance with Regeneration and Planning Policy

This section appraises the application proposals against the relevant provisions of national and local planning guidance and policies, in particular the National Planning Policy Framework, the adopted Manchester Core Strategy and the Saved Unitary Development Plan policies.

The policies within these documents relevant to the application proposals are considered in detail below.

## **National Planning Policy**

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

## **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF) (2012) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

## ***Achieving Sustainable Development***

The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The NPPF goes on to advise that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously.

At paragraph 9, the NPPF state that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including:

*'making it easier for jobs to be created in cities, towns and villages'*

The proposals will generate new temporary jobs at the construction stage as well as permanent jobs. It has been calculated using the HCA Employment Densities Guide (2<sup>nd</sup> Edition) that there will be approximately 1,730 jobs created as part of the workspace/office use and retail units in the development. The site is in a truly sustainable location meaning that the jobs created will be accessible to a wide potential workforce.

*'moving from a net loss of bio-diversity to achieving net gains for nature'*

The application is supported by an Ecology Report prepared by ERAP. There is not anticipated to be any likely effect on biodiversity as a consequence of the proposed development. The report highlights that the redevelopment of the sites will provide an opportunity to secure ecological enhancement for wildlife associated with urban habits.

*'replacing poor design with better design'*

The submitted Design and Access Statement sets out the carefully considered and innovative approach to high quality design that is put forward.

*'improving the conditions in which people live, work, travel and take leisure; and, widening the choice of high quality homes'*

The proposal will invigorate the sites and make them a more attractive offer for future occupants. The proposal will lead to the creation of an attractive place to work, live and encourage dwell times and take leisure. The proposal will provide a high quality build to rent apartment scheme that will significantly add to the range and choice of homes in Manchester City Centre.

The design and construction of the proposed developments will achieve high levels of security, aiming to achieve 'Secured by Design' status. The submission includes a Crime Impact Statement prepared by the Greater Manchester Police Secure by Design Team, which confirms that the proposals are acceptable in security and crime reduction terms.

***Building a Strong Economy***

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

It goes on to state that investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.

The proposed development will deliver a new residential offer in Manchester City Centre. The proposed scheme will open up the site, which has been closed to the public for a number of years, creating activity and vitality at this area of the city.

The Central Village proposals also incorporate new workspace, which will appeal to a range of occupiers seeking flexible and high quality accommodation within the City Centre. The development will help grow Manchester's economy further through the provision of a high quality scheme that will attract occupants to the area.

The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

### ***Core Planning Principles***

The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- Be genuinely plan-led;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future in a changing climate and encourage the reuse of existing resources;
- Encourage the effective use of land by reusing land that has been previously developed; and,
- Promote mixed use developments, and encourage multiple benefits from the use of land.

Paragraphs 19 and 20 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

Section 1 (Paragraphs 18 to 22) is entitled 'building a strong, competitive economy'. It emphasises the Government's commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system. In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

The proposals will bring into active economic use sites that have been previously been closed to the public and add to the vitality in this area of the City Centre.

The proposals will deliver a landmark mixed use, residential led development which, in line with the core planning principles, encourages the effective re-use of land. The variety of uses will encourage a stronger economy within the area and in the longer term will serve local residents

and other businesses in St John's. The development will be of high design quality, creating a dynamic and interesting neighbourhood whilst remaining respectful to the surrounding environment.

The schemes will also form part of the wider regeneration plans within St John's, which have the potential to be a key contributor to the Manchester economy. The inclusion of retail and workspace uses within the lower floors of the Central Village and T1, will create a more diverse offering and contribute towards the mixed-use ambitions of St John's.

### ***Promoting Sustainable Transport***

Chapter 4 of the NPPF deals with the promotion of sustainable transport. Paragraph 30 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 35 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

In line with NPPF policy, the location and design of the schemes exploit opportunities for the use of sustainable transport modes. The location of the sites within walking distance of Bus, Rail and Metrolink stations and Metroshuttle stops maximises the opportunity for employees and visitors to utilise existing sustainable transport infrastructure.

The development will encourage the use of public transport, and reduce reliance on the car due to the excellent links to public transport of the sites. Further details are provided within the accompanying Transport Assessments (submitted as technical appendices to Chapter 7 of the Environmental Statement).

The application site is very conveniently located for shopping, leisure facilities and employment due to its location within City Centre core. It is also highly accessible for pedestrian and cyclists. The proposed mix of uses will also reduce the need for residents to commute elsewhere to work, shop and eat.

In summary the application fully accords with the objectives of the NPPF's sustainable transport policy.

### ***Requiring Good Design***

The Government attaches great importance to design, as a key aspect of sustainable development (Paragraph 56). As such, the NPPF encourages support for proposals for new development that are designed to:

- Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including

incorporation of green and other public space as part of the developments) and support local facilities and transport networks;

- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Be visually attractive as a result of good architecture and appropriate landscaping.

At paragraph 61 it is advised that planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

In line with NPPF design policy (contained at paragraph 66); the schemes have been the subject of significant design consideration, consultation and evolution.

The design of the development proposals takes account of their relationship with surrounding development in terms of adjacencies, scale and height of development and will combine sensitively with the existing fabric of the area.

As part of the process of formulating the proposals, key views towards the building have been carefully considered as set out in the Heritage Statement submitted as part of this application (Appendix 11.1 to Chapter 11 of the Environmental Statement).

The Design and Access Statement prepared by Denton Corker Marshall and Cartwright Pickard, which has been prepared in support of both the applications, outlines the key design drivers and philosophy for the buildings. The proposals will use high quality design and construction methods using carefully selected materials to reflect the character of the surrounding area.

The scheme has been designed with regard to the site context and seeks to maximise the natural assets, such as the River Irwell, and respects the setting of neighbouring designated, non-designated heritage assets and the character of the Castlefield Conservation Area.

The scheme includes the T1 36 storey high building. A tall building evaluation forms Section 6 of this Statement and sets out in more detail the design issues and justifications relating to the tower element of these two proposals.

The proposed developments will incorporate energy saving strategies to limit the use of energy. The Energy Statements set out in detail a site wide analysis with regards to energy efficiency and scheme sustainability to demonstrate that the proposals will meet the requirements of the Manchester City Council Core Strategy.

The design of the scheme has adopted a hierarchy approach to the design by looking at passive design methods to reduce energy and provide a high level of energy efficiency.

The Energy Statement concludes that the percentage reduction saving over Part L (2013) has been estimated as a 27.2% improvement over Part L1A 2013 for Dwellings and 29.3% improvement over Part L2A for the workspace. In terms of residential use, this represents a significant improvement on the target established within the adopted Manchester Core Strategy Policies EN6 and DM1 (equivalent to a 19% improvement) and against other residential schemes coming forward in the City Centre at this time.

The particular characteristics of the proposed development that have contributed to this saving includes the use of building components with good thermal properties, future connection with the district heating network with its low carbon characteristics and the benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption.

The proposal will use high quality design and construction methods using carefully selected materials to reflect the character of the surrounding area.

A Crime Impact Statement is submitted in support of the proposals. It identifies that the design of the proposals are consistent with the current principles and standards of 'Crime Prevention through Environmental Design', and that they contain many positive features that reduce opportunities to commit crime.

### ***Promoting Healthy Communities***

The NPPF advises that the involvement of all sections of the community in the development of Local Plans and in planning decisions is critical to the promotion of healthy communities.

It has been demonstrated that the proposals have been the subject of consultation and collaboration which has informed the evolution of the scheme at every stage.

Paragraph 69 advises that the planning system should aim to achieve places which promote:

- *Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*
- *Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.*

The design of the schemes seek to develop healthy residential communities through the various residential amenity facilities provided as part of the proposals, encouraging residents to interact with one another. This includes a mix of retail uses and the first phase of a new riverside park.

The proposals incorporate features which minimise opportunities for crime and disorder and are supported by a Crime Impact Statement as noted above.

### ***Meeting the Challenge of Climate Change***

In respect of climate change, paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- *Plan for new development in locations and ways which reduce greenhouse gas emissions;*
- *Actively support energy efficiency improvements to existing buildings; and*
- *When setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.*

Further to this, paragraph 96 states that local planning authorities should expect new development to:

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The proposals will incorporate energy saving strategies to limit the use of energy. This is described in detail in the Environmental Standards Statement prepared by SAL and Energy Statements prepared by CWC which form part of the application submission.

These reports demonstrate that the proposed developments will accord with a wide range of principles intended to promote the responsible development of an energy efficient scheme integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The application is also accompanied by a Travel Plan Framework prepared by Vectos, which describes the measures that will be taken to promote the use of sustainable modes of transport. It provides a framework within which the tenants and developers of the schemes will be able to develop Travel Plans once the end users are identified. A change in travel behaviour not only reduces the potentially negative impacts on the environment and the local highway network, but also provides benefits for staff, visitors, the local community and the environment.

### ***Conserving and Enhancing the Historic Environment***

Paragraph 128 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. At paragraph 131, the NPPF states that in determining planning applications, local planning authorities should take account of:

*The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*

*The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

*The desirability of new development making a positive contribution to local character and distinctiveness.*

The St John's SRF identifies that there is much capacity for change within the site, given the current low contribution of the existing buildings to the character of the Castlefield Conservation Area, and that the proposals will maximise the opportunity to enhance the area's architectural and urban qualities.

It is considered that the exceptional quality and design of the proposed developments and the enhancement to the surrounding townscape will mitigate any instances of adverse harm and will sustain the heritage values of the identified heritage assets.

As part of the pre-application consultation process, an initial meeting was held with Historic England to present the emerging proposals on 25 June 2015; this was a follow-on session to earlier engagement with regard to the Masterplan, which identified that Historic England were supportive in principle of the inclusion of tall buildings fronting the River Irwell.

Feedback from Historic England suggested that they were comfortable at this stage with the location, scale and design of the proposed scheme.

A meeting took place on 22 July 2015 to present and discuss the wireline views produced from the agreed viewpoints and to discuss key heritage features and considerations within each of these views.

On 26 November 2015 a further meeting took place, where the design team presented the agreed fully rendered views of the proposed development to Historic England.

Overall feedback from Historic England in relation to St. John's has been positive and they have welcomed the potential to enhance the Castlefield Conservation Area; they have been supportive of the concept of the Village and the Sky.

### ***Ensuring the Vitality of Town Centres***

The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres. The sites are

located within Manchester City Centre and situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion. Proximity to Manchester City Centre's range of services means that access can be achieved without generating further car borne trips.

The proposals include uses that are suitable to its City Centre location. The retail at the ground floors will create activity in this part of the centre. The residential units will further bring people into the City Centre at all times of the day and evening.

The proposals will support the economic growth and vitality of Manchester City Centre, as described in the introductory sections of this report.

### ***Delivering a wide choice of high quality homes***

Section 6 of the NPPF sets out policy surrounding on housing. In particular, Paragraph 50 of the NPPF is relevant and states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

The proposal meets the aspirations set out in Paragraph 50 through providing an efficient, high quality mixed use development that will deliver a total 305 residential units and 14 live/work units, which will comprise a mix of 1-2 bedroom apartments and penthouses in a sustainable location within the heart of Manchester City Centre.

The range of apartment sizes and types will ensure that the neighbourhood remains balanced and will cater for a wide range of potential residents, including families.

Manchester is a rapidly growing city with one of the highest population growth rates in the UK twinned with a strong economic resurgence post-recession. Both of these factors combined mean that significant investment in housing is required and, as importantly, it is required to be in the most suitable locations. The City Centre is the biggest source of jobs in the region and schemes that service its needs in terms of providing suitable

accommodation should be supported. As identified in the draft Residential Growth Prospectus, there is a need to build more new homes to accommodate a growing population, providing high quality homes for sale and rent to meet future demand.

### **Planning Practice Guidance (PPG)**

The Planning Practice Guidance (PPG) was first published in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance, which will be maintained as a live resource. The principle behind the document fits in the wider objectives of the current coalition government's attempt to make the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012 which considered ways to streamline policy.

### ***Design***

The PPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

With particular reference to housing design issues, the PPG sets out that well-designed housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally parking should be given consideration with there being several different approaches that can support successful outcomes such as on-street parking, in-curtilage parking and basement parking.

The PPG references pre-application discussions and Design and Access Statements as some of the methods that can be used to achieve good design.

The Proposed Development represents a well-designed solution for the site. The proposals are supported by a robust pre-application consultation strategy, which has included engagement with Historic England, Places Matter! and Manchester City Council.

Further details regarding the design and how the development adheres to the requirements of the PPG can be found in the supporting Design and Access Statement prepared by Denton Corker Marshall and Cartwright Pickard.

### ***Before Submitting an Application***

This section sets out processes and expectations on pre-application discussions. The PPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development;
- Discussion of possible mitigation methods against impacts of proposed development; and
- Identifying the information required to accompany a formal planning application.

The proposal has been influenced by a comprehensive pre-application consultation strategy which is set out in the Statement of Community Consultation. The strategy has included liaison with many stakeholders in addition to the Local Planning Authority, including: Environmental Health, Highways, Transport for Greater Manchester, local Ward Councillors, Historic England, Greater Manchester Archaeological Advisory Service, Places Matter! and Greater Manchester Police. Local residents and business were also informed of the proposals through a consultation event; this followed a series of workshop-style sessions for members of the public that were used to develop and inform the wider St. John's Masterplan.

### ***Travel Plans, Transport Assessments and Statements in Decision Taking***

The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development.

Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis. The application is supported by Transport Assessments prepared by Vectos (submitted as technical appendices to Chapter 7 of the Environmental Statement), which confirms that the Proposed Development will not have a significant impact on additional traffic movements due to its favourable position within the City Centre.

### ***Viability***

The PPG sets out guidance on viability and references the NPPF Paragraph 173 which has regard to viability and decision making. The PPG goes on to say that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible.

The PPG sets out three underlying principles for understanding viability in planning:

- Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally,

understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.

- Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.
- A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.

In terms of viability and decision taking the PPG sets out a number of sections detailing guidance for applicants and Councils. Broadly, it states that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This matter is considered further in relation to the Council's specific policy requirements in relation to Planning Obligations.

With particular reference to brownfield sites, the PPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.

To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use.
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

The site is a brownfield site, which was previously used as part of the former ITV Quay Street estate. Following the relocation of ITV to MediaCity the residential led mixed use proposals offer a viable future use of the sites and support the wider overarching vision for the St John's Masterplan area.

As demonstrated by the Viability Appraisal, the wider St. John's scheme will deliver significant levels of new public realm and other infrastructure, which means that it is not viable to incorporate affordable housing or other planning contributions for this applications.

## **Local Planning Policy**

### **Manchester Core Strategy (2012)**

The sites fall within the administrative boundary of Manchester City Council. The Council's current Development Plan Document is the Core Strategy which was adopted in July 2012.

The Core Strategy sets the overall strategic direction for planning for Manchester over the plan period from 2012 to 2027, and is in line with national policies. The policies of the Core Strategy establish where major

development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities. The proposals adhere to a wide range of policies prescribed in the Core Strategy as set out below.

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                        |
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| <p><b>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</b> - The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in the City Centre, including the Corridor Manchester and the City Centre Fringe.</p>                                                                                                                                                                                                                         | <p><i>The proposals will include the provision of new B1 office / workspace as part of the scheme targeted at small scale creative industries and TMT uses within a highly accessible area of Manchester City Centre.</i></p>                                                                                                                                                    |
| <p><b>Policy CC2 Retail</b> - Across the City Centre, retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre.</p> <p>Mixed developments which include retail units will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied.</p> | <p><i>The proposal is for a mixed use development. The retail and food and beverage units on the lower floors are proposed to cater for the new community created at St John's and across the wider Manchester area.</i></p>                                                                                                                                                     |
| <p><b>Policy CC3 Housing</b> - The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027.</p>                                                                                                                                                                                                                                                                                                                                                   | <p><i>The proposals will deliver 305 residential units and 14 live/work within the City Centre contributing towards meeting overall housing targets within the city.</i></p>                                                                                                                                                                                                     |
| <p><b>Policy CC6 City Centre High Density Development</b> - City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.</p>                                                                                                                                                                                                         | <p><i>The proposals will provide a close knit urban development with a variety of uses intertwined to accommodate a layering of uses which include retail, workspace and residential uses in a highly sustainable location. The tower will introduce higher density living whilst also enabling the proposals to deliver more open space to cater for the new residents.</i></p> |
| <p><b>Policy CC7 Mixed Use Development</b> - The City Centre presents the most viable opportunities for mixed-use development and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.</p>                                                                                                                | <p><i>The proposed mixed-use scheme includes retail and workspace on the lower floors with residential use located on the upper floors. This will help promote activity at the lower levels and provide for small scale businesses in the surrounding area</i></p>                                                                                                               |
| <p><b>Policy CC8 Change and Renewal</b> - The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported.</p>                                                                                                                                                                                                                                                               | <p><i>The T1 and Central Village proposal forms part of the wider aspirations for St John's as set out within the adopted St John's Strategic Regeneration</i></p>                                                                                                                                                                                                               |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.</p> <p>Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.</p> | <p><i>Framework and associated masterplan.</i></p> <p><i>The overall aspiration for St John's is to "create a 'best-in-class' City Centre neighbourhood: a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities."</i></p> <p><i>This will involve the wholesale and long-term transformation of the former ITV Quay Street Estate.</i></p> <p><i>Alongside other the recently approved schemes and forthcoming applications for St. John's, the T1 and Central Village development will help achieve the ambitions of this policy.</i></p>                                                                                                                                                                                                                           |
| <p><b>Policy CC9 Design and Heritage Design</b> - New buildings will need to be of the highest standard in terms of appearance and function.</p> <p>The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><i>The site is located within the Castlefield Conservation Area and does not contain any Listed Buildings.</i></p> <p><i>A full Heritage Statement has been prepared and submitted as part of the planning application (as an appendix to the Built Heritage Chapter of the Environmental Statement).</i></p> <p><i>This provides an assessment of significance of the site and provides an impact assessment of the effect of the proposals on the setting of adjoining heritage assets and the character of the Conservation Areas as a whole. The Heritage Report by SLHA concludes that the exceptional quality of the Proposed Development mitigates any impact on heritage assets.</i></p> <p><i>The Design and Access Statement and accompanying application drawings provide a more detailed explanation of the high quality design approach to the scheme which has taken account of the findings in the Heritage Statement.</i></p> |
| <p><b>Policy CC10 A Place for Everyone</b> - The City Centre will develop as a location which appeals to a wide range of residents and visitors.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><i>The buildings and public realm within the site are designed to be fully inclusive in terms of</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p>Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><i>access, with step-free access. All floors above ground level will be accessed via lift as well as stairs.</i></p> <p><i>The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.</i></p> <p><i>For further information please refer to the Access Chapter in the Design and Access Statement.</i></p>                                                                                                                                                                                                                                                                                                              |
| <p><b>Policy H1 Overall Housing Provision</b> – Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester.</p> <p>High Density developments (over 75 units per hectare) are considered appropriate the City Centre. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.</p> <p>90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate ... if this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.</p> <p>Proposals for new residential development should take account of the need to:</p> <ul style="list-style-type: none"> <li>• Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population</li> <li>• Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations.</li> <li>• Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area.</li> <li>• Make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme</li> </ul> | <p><i>There is a clear and identified need for additional housing within Manchester and the proposals will provide 305 units towards the annual requirement for housing within the City.</i></p> <p><i>This site will contribute towards the ambition that 90% of new housing be built on brownfield sites as the site was previously developed.</i></p> <p><i>The proposals are situated within the City Centre and the mix of units (1-2 bedroom apartments) is appropriate for the area.</i></p> <p><i>The site is in a sustainable location within the City Centre and ideally located within close proximity to a number of key transport routes, as outlined earlier within this document.</i></p> |

## Core Strategy Policy

## Contribution and Benefits

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| <p>should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation.</p> <ul style="list-style-type: none"> <li>• Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development.</li> <li>• Prioritise sites which are in close proximity to centres or high frequency public transport routes.</li> <li>• Take account of any environmental constraints on a site's development (i.e. flood risk)</li> <li>• Be designed to view privacy to both its residents and neighbours.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Policy H8 Affordable Housing</b> – Affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed.</p> <ol style="list-style-type: none"> <li>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options.</li> <li>2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.</li> <li>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</li> <li>4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: <ul style="list-style-type: none"> <li>• There is a very high level of affordable housing in the immediate area;</li> </ul> </li> </ol> | <p><i>A Viability Appraisal will be submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal will demonstrate that the proposed scheme is viable and capable of being considered; however, the appraisal cannot support affordable housing. Significant investment has been made in the quality of design, place-making and public realm. The architecture and external appearance of the building has been maximised within the viability constraints of the development appraisal.</i></p> <p><i>The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes.</i></p> <p><i>The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.</i></p> |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <ul style="list-style-type: none"> <li>• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</li> <li>• Affordable housing would be prejudicial to the diversification of the existing housing mix.</li> <li>• The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>• It would financially undermine significant development proposals critical to economic growth within the City;</li> <li>• The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</li> <li>• There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Policy EC1 Employment and Economic Growth in Manchester</b> - A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).</p> <p>Offices (B1a) - 140ha</p> <p>Research and Development and Industry (B1b, B1c and B2) - 25 ha</p> <p>Distribution and Warehousing (B8) - 35ha</p> <p>Key locations for major employment growth showing indicative distribution figures will be:</p> <ul style="list-style-type: none"> <li>• Manchester City Centre 33ha</li> <li>• City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha</li> <li>• Central Park and Eastlands 65ha</li> <li>• Manchester Airport and the surrounding area 50ha</li> </ul>                                                                                                                                                                                        | <p><i>The proposals for the Central Village will create office / workspace provision within the buildings that is attractive to prospective occupiers.</i></p> <p><i>The site is well connected by public transport and will ensure the continued social, economic and environmental regeneration of the City.</i></p> <p><i>The various documents submitted alongside this application outline how the proposals are in line with the criteria set out in the policy.</i></p> |

## Core Strategy Policy

## Contribution and Benefits

In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.

Priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

**Policy EC3 The Regional Centre** - Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre.

*The proposed development will enhance an existing underutilised employment generating use though creating a mixed-use development that will represent a more efficient use of the site.*

*The provision of new office floorspace is in accordance with the adopted St. John's Masterplan and Strategic Regeneration Framework.*

*The site is well connected via public transport and can be considered to be in a sustainable location.*

*Housing is proposed as part of a mixed use development as part of a high density proposal.*

## Core Strategy Policy

## Contribution and Benefits

**Policy EN1 Design Principles and Strategic Character Areas** - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.

While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.

Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

**Policy EN2 Tall Buildings** - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:-

- Are of excellent design quality,
- Are appropriately located,
- Contribute positively to sustainability,
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring significant regeneration benefits.

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more

*The T1 and Central Village site represents the 'core site' of the St John's area.*

*The opportunity to provide a building of height in this location was established within the adopted St. John's Masterplan and SRF and care has been taken to ensure that the design contributes positively to the experience at street level.*

*Further information on the approach taken to design of the scheme is provided within the accompanying Design and Access Statement.*

*The Proposals positively contribute and support the aims of the Core Strategy policy on Tall Buildings by:*

- *Regenerating a vacant site in a key gateway location;*
- *providing a tall building of exceptional design quality, which are appropriately located within the St John's Masterplan, on plots identified as suitable locations for tall buildings;*
- *utilising a site that has excellent accessibility to a range of public transport modes, including Metroshuttle, bus, rail and Metrolink;*
- *incorporating sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy;*
- *creating approximately 1,730 new FTE jobs in a range of sectors and skill levels and associated indirect economic benefits through the use of local supply chains; and,*
- *providing environmental improvements to the townscape, with buildings of exceptional quality that*

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Contribution and Benefits                                                                                                                                                                                                                                                                                                                        |
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| <p>to the local, rather than the City Centre, urban context.</p> <p>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</p> <p>It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.</p>                                                                     | <p><i>provides for activity and animation at ground floor.</i></p> <p><i>A Tall Building Statement is included in Section 6.</i></p>                                                                                                                                                                                                             |
| <p><b>Policy EN3 Heritage</b> – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.</p> <p>New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.</p>                                                                                                                                 | <p><i>The Heritage Report by SLHA concludes that the exceptional quality of the Proposed Development mitigates impact on heritage assets. Please refer to the Heritage Statement (submitted as an appendix to the Built Heritage Chapter of the Environmental Statement) for a full examination of the heritage impact of the proposals.</i></p> |
| <p><b>Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development</b> – All development must follow the principle of the Energy Hierarchy, being designed:</p> <ul style="list-style-type: none"> <li>• to reduce the need for energy through design features that provide passive heating, natural lighting and cooling;</li> <li>• to reduce the need for energy through energy efficient features such as improved insulation and glazing;</li> <li>• to meet residual energy requirements through the use of low or zero carbon energy generating technologies.</li> </ul> | <p><i>An Energy Statement and Environmental Standards Statement have been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN4.</i></p>                                                                                        |
| <p><b>Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies</b> – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.</p>                                                                                                   | <p><i>An Energy Statement has been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN6.</i></p>                                                                                                                               |
| <p><b>Policy EN8 Adaptation to Climate Change</b> - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                 | <p><i>The Environmental Standards Statement submitted in support of the applications set out in detail how the proposals will be adaptable to climate change in</i></p>                                                                                                                                                                          |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p><b>Policy EN14 Flood Risk</b> - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).</p> <p>In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</p> <p>All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.</p> | <p><i>terms of its sustainable design and construction.</i></p> <p><i>The site falls partly within Flood Zone 1 and partly within Flood Zone 2. It is also located within a Critical Drainage Area. A Flood Risk Assessment and Drainage Strategy therefore accompanies the application as a technical appendix to the Flood Risk and Drainage Chapter of the Environmental Statement and identifies the measures proposed to be incorporated into the scheme to reduce surface water run-off.</i></p>                                                                                                                                            |
| <p><b>Policy EN16 Air Quality</b> – the Council will seek to improve air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><i>An Air Quality Assessment is included with the application and comprises Chapter 8 of the Environmental Statement. It considers the impact of the proposed development, both during construction and operation on local air quality and its subsequent effect on sensitive locations such as residential properties and educational facilities. It concludes that with a number of mitigation measures introduced (as outlined in the report), the significance of predicted impacts will be reduced. The residual impacts of the construction phase and implemented development are considered to give rise to negligible effects.</i></p> |
| <p><b>Policy EN19 Waste</b> – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p><i>The application is supported by a Servicing and Waste Management Strategy prepared by Vectos.</i></p> <p><i>This sets out the arrangement for collection of general and recyclable waste within T1 and Central Village.</i></p> <p><i>The Strategy sets out the estimated waste generation, proposed waste management</i></p>                                                                                                                                                                                                                                                                                                               |

| Core Strategy Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p><b>Policy T2 Accessible Areas of Opportunity and Need</b> - The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.</p> <p>Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.</p> | <p><i>strategy and proposed waste storage facilities.</i></p> <p><i>The application is supported by a Transport Assessment prepared by Vectos, (submitted as an appendix to the Transport Chapter of the Environmental Statement) which concludes that development will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes.</i></p> <p><i>The proposals are not expected to create significant vehicle movements either through staff or servicing requirements.</i></p> <p><i>Basement car parking will be provided underneath the area of lower rise element of Central Village, with spaces that will serve this and wider parts of the St. John's Masterplan.</i></p> <p><i>Extensive cycle parking facilities will be offered across the development.</i></p> <p><i>A cycle hub will be provided in Central Village incorporating cycle parking, lockers and shower facilities and also a cycle hire arrangement which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's Residents and occupiers.</i></p> <p><i>The site is extremely accessible by a range of public transport modes, including the free City Centre Metroshuttle bus service, which connects it to major rail hubs at Piccadilly, Victoria, Deansgate and Salford Central. The site is also within easy walking distance of the Metrolink light rail system, which has a stop at Deansgate.</i></p> |
| <p><b>Policy DM1 Development Management</b> - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                | <p><i>The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing and Ventilation. The application is also supported by a Crime Impact Statement.</i></p> <p><i>These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## Core Strategy Policy

## Contribution and Benefits

|  |                                                                                                                       |
|--|-----------------------------------------------------------------------------------------------------------------------|
|  | <i>necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.</i> |
|--|-----------------------------------------------------------------------------------------------------------------------|

## Saved Policies of the Manchester Unitary Development Plan (UDP) (1995)

There are a number of Saved Policies from the Manchester UDP which apply post Core Strategy adoption. Those relevant to the development are outlined below.

## Saved UDP Policies

## Contribution and Benefits

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><b>Policy DC7 New Housing Development</b> - The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><i>The proposals will be accessible for disabled people and provide a wide mix of 1-2 bed apartments. Further information is contained within the Inclusive Access Section of the Design and Access Statement prepared by Denton Corker Marshall and Cartwright Pickard.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>Policy DC10.1 Food and Drink</b> - In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:</p> <p>a. the general location of the proposed development, including any reference to the area in other policies in the Plan;</p> <p>b. the effect on the amenity of neighbouring residents;</p> <p>c. the availability of safe and convenient arrangements for car parking and servicing;</p> <p>d. ease of access for all, including disabled people; and</p> <p>e. the storage and collection of refuse and litter</p> | <p><i>The mix of uses proposed will promote activity throughout the day and evening, helping to create a vibrant and active new neighbourhood within the City Centre.</i></p> <p><i>The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing and Ventilation. The application is also supported by a Crime Impact Statement.</i></p> <p><i>These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.</i></p> <p><i>It is expected that the retail offer will support the St. John's community and the existing commercial and residential areas that surround the site, and therefore a large proportion of users will be accessing the site on foot.</i></p> <p><i>The proposals are located within Manchester City Centre, in close proximity to a range of sustainable transport modes. In addition, there are a number of existing multi-storey car parks within the vicinity of the site.</i></p> <p><i>The units will be fully accessible to all users, with at-grade entrances and</i></p> |

| Saved UDP Policies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><i>accessible facilities provided within the restaurant and café units.</i></p> <p><i>The Waste and Servicing Strategy identifies the level of bin storage (both recyclable, food waste and residual) required to support the proposed amount of floorspace in accordance with relevant standards; bin storage areas to accommodate this level of bins are provided within the scheme.</i></p>                      |
| <p><b>Policies DC14.1 to 14.5 Shopfronts and Related Signage</b> - In determining applications relating to these premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shopfronts, where appropriate, and of the area within which the premises are located.</p> <p>Shopfronts should allow full access for people whose mobility is impaired. The only exceptions which the Council will normally permit are where the cost is unreasonably high or where there are particularly difficult physical constraints, or where the architectural character of a listed building would be damaged.</p> <p>Externally mounted security grilles or shutters will not normally be permitted if they are of solid construction.</p> <p>In cases where externally mounted security grilles or shutters are considered acceptable, the boxes housing the grille or shutter should wherever possible be located behind the fascia.</p> <p>The Advertisement Regulations require that applications for shop signs be considered only in the interests of amenity and public safety.</p> | <p><i>The shopfronts will form part of a new mixed use development. They have been designed as an integral part of the overall approach to the elevations and appearance of the buildings.</i></p> <p><i>The detailed design of the shopfronts and signage strategy for the proposed development will be in accordance with the policy requirements.</i></p> <p><i>All retail units will have at-grade access.</i></p> |
| <p><b>Policy DC26.1 Development and Noise</b> - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><i>The proposals are supported by an Acoustic Planning Report prepared by Sandy Brown (submitted as an appendix 9.1 to the Environmental Statement), which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.</i></p>   |

## Saved UDP Policies

## Contribution and Benefits

### **Policy DC18 .1 Conservation Areas -**

The Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- (i) the relationship of new structures to neighbouring buildings and spaces;
- (ii) the effect of major changes to the appearance of existing buildings;
- (iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- (iv) the effect of signs and advertisements;
- (v) any further guidance on specific areas which has been approved by the Council.

b. The Council will not normally grant outline planning permission for development within Conservation Areas.

c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

*The T1 and Central Village site is located within the Castlefield Conservation Area.*

*The application is supported by a Heritage Statement prepared by Heritage Architecture (submitted as appendix 11.1 to the Environmental Statement), which provides an assessment of the significance of the site and provides an impact assessment of the effect of the proposals on the setting of adjoining heritage assets and the character of the Conservation Areas as a whole.*

*The assessment identifies that the Castlefield Conservation Area is formed of a variety of character areas; it identifies those areas which provide a positive contribution to the overall character and also notes that the site is not considered to be a positive contributor and that there is much capacity for change.*

*The proposed development will maintain and enhance the character of the Castlefield Conservation Area in this location.*

*In addition, as set out in the Statement of Community Consultation, there has been significant consultation with Historic England throughout the design process, which also identified the capacity for change within the Castlefield Conservation Area. The overall feedback from Historic England with regard to the proposals has been positive.*

## Other Relevant Guidance

The development has taken account of the guidance set out in the supplementary planning policy documents set out below.

## Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)

The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards are set out in the table below.

| Guide to Development in Manchester Policy                                                                                                                                                                                                                                                              | Contribution and Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><b>Buildings height should be carefully considered</b></p> <p>It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.</p>                                | <p><i>The development proposes a single tall building which is 36 storeys.</i></p> <p><i>A tall building statement is included in Section 6 of this statement and assesses the principle of the tall buildings proposed in detail.</i></p>                                                                                                                                                                                                                                       |
| <p><b>New developments should maximise access for disabled people</b></p> <p>The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.</p> | <p><i>An Access Statement is provided within the Design and Access Statement.</i></p> <p><i>In summary, the proposed development has been designed to be fully inclusive in terms of access, with step-free access available. All floors above ground level will be accessed via lift as well as stairs.</i></p> <p><i>The proposed design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.</i></p> |

## Draft Manchester Residential Quality Guidance (July 2016)

The Draft Manchester Residential Quality Guidance was endorsed by Members at the Executive meeting on 29 June 2016 as a basis for consultation with local stakeholders, landowners, voluntary, statutory, professional and development related interest groups.

The document provides the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development.

| Draft Manchester Residential Quality Guidance Policy                                                                                                                                                                                                                                | Contribution and benefits                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p><b>Make it Manchester</b></p> <ul style="list-style-type: none"> <li>Fully consider and appreciate the existing context and character;</li> <li>Are distinctive and rooted in a sense of place;</li> <li>Are well considered and use a high-quality material palette;</li> </ul> | <p><i>The T1 and Central Village proposal forms part of the wider aspirations for St John's as set out within the adopted St John's Strategic Regeneration Framework and associated masterplan.</i></p> <p><i>The overall aspiration for St John's is to "create a 'best-in-class' City Centre neighbourhood: a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for</i></p> |

## Draft Manchester Residential Quality Guidance Policy

## Contribution and benefits

|                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <ul style="list-style-type: none"> <li>• Properly consider how architectural detailing to safeguard the future quality of proposals; and</li> <li>• Are of an appropriate scale.</li> </ul>                                                                                                                                                                                                                                       | <p><i>Manchester that will raise its international profile and set it apart from its peer cities."</i></p> <p><i>This will involve the wholesale and long-term transformation of the former ITV Quay Street Estate.</i></p> <p><i>Alongside other the recently approved schemes and forthcoming applications for St. John's, the T1 and Central Village development will help achieve the ambitions of this policy.</i></p>                                                                                                                              |
| <p><b>Bring People Together</b></p> <ul style="list-style-type: none"> <li>• Clearly demonstrate market position and need;</li> <li>• Have addressed diversity and affordability requirements;</li> <li>• Create opportunities for meeting and getting to know the neighbours; and</li> <li>• Encourage activity and social interaction.</li> </ul>                                                                               | <p><i>The buildings and public realm within the site are designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs.</i></p> <p><i>The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.</i></p>                                                                                                                                                                             |
| <p><b>Animate Streets and Spaces</b></p> <ul style="list-style-type: none"> <li>• Have an understanding of how the design responds to street hierarchy;</li> <li>• Have considered how the ground floor design contributes to creating a safe and active street;</li> <li>• Create a range of opportunities for natural surveillance and observation; and</li> <li>• Have facilitated safe and enjoyable public realm.</li> </ul> | <p><i>The proposals will provide a close knit urban development with a variety of uses intertwined to accommodate a layering of uses which include retail, workspace and residential uses in a highly sustainable location. The tower will introduce higher density living whilst also enabling the proposals to deliver more open space to cater for the new residents.</i></p>                                                                                                                                                                         |
| <p><b>Easy to Get Around</b></p> <ul style="list-style-type: none"> <li>• Facilitate and encourage walking and cycling;</li> <li>• Create clear, safe and obvious connections to the public transport network;</li> <li>• Define a clear street hierarchy; and</li> <li>• Support opportunities to improve wayfinding and orientation.</li> </ul>                                                                                 | <p><i>The application is supported by a Transport Assessment prepared by Vectos, (submitted as an appendix to the Transport Chapter of the Environmental Statement) which concludes that development will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes.</i></p> <p><i>The proposals are not expected to create significant vehicle movements either through staff or servicing requirements.</i></p> <p><i>Extensive cycle parking facilities will be offered across the development.</i></p> |

## Draft Manchester Residential Quality Guidance Policy

## Contribution and benefits

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><i>A cycle hub will be provided in Central Village incorporating cycle parking, lockers and shower facilities and also a cycle hire arrangement which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's Residents and occupiers.</i></p> <p><i>The site is extremely accessible by a range of public transport modes, including the free City Centre Metroshuttle bus service, which connects it to major rail hubs at Piccadilly, Victoria, Deansgate and Salford Central. The site is also within easy walking distance of the Metrolink light rail system, which has a stop at Deansgate.</i></p>                                                                                                                                                                                                                                                                                                                   |
| <p><b>Work with the Landscape</b></p> <ul style="list-style-type: none"> <li>• Have a clear rationale for how the scheme sits within the landscape;</li> <li>• Connect to the wider green and blue infrastructure network;</li> <li>• Introduce street trees; and</li> <li>• Incorporate rainwater management.</li> </ul>                                                                                                                                                                                                                               | <p><i>The application is accompanied by a Landscaping and Public Realm Strategy. A series of newly landscaped public spaces will be provided within the site which will bring individual character and assist with the creation of a sense of place.</i></p> <p><i>Carefully planned new tree planting will provide the opportunity to enhance biodiversity across the site.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>Practical</b></p> <ul style="list-style-type: none"> <li>• Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;</li> <li>• Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;</li> <li>• Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and</li> <li>• Have considered where temporary stopping could be accommodated.</li> </ul> | <p><i>The application is supported by a Servicing and Waste Management Strategy prepared by Vectos.</i></p> <p><i>This sets out the arrangement for collection of general and recyclable waste within T1 and Central Village.</i></p> <p><i>The Strategy sets out the estimated waste generation, proposed waste management strategy and proposed waste storage facilities.</i></p> <p><i>Basement car parking will be provided underneath the area of lower rise element of Central Village, with spaces that will serve this and wider parts of the St. John's Masterplan.</i></p> <p><i>Extensive cycle parking facilities will be offered across the development.</i></p> <p><i>A cycle hub will be provided in Central Village incorporating cycle parking, lockers and shower facilities and also a cycle hire arrangement which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's Residents and occupiers.</i></p> |

## Draft Manchester Residential Quality Guidance Policy

## Contribution and benefits

|                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p><b>Future Proof</b></p> <ul style="list-style-type: none"> <li>• Have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling;</li> <li>• Have retained and incorporated fit for purpose buildings of heritage value;</li> <li>• Are able to be adaptable to accommodate change; and</li> <li>• Consider the use of technology to reduce energy use.</li> </ul>                          | <p><i>An Energy Statement and Environmental Standards Statement have been submitted in support of the application which sets out the planned energy reduction measures for the proposed development.</i></p> <p><i>The Environmental Standards Statement submitted in support of the applications set out in detail how the proposals will be adaptable to climate change in terms of its sustainable design and construction.</i></p> <p><i>A Flood Risk Assessment and Drainage Strategy therefore accompanies the application as a technical appendix to the Flood Risk and Drainage Chapter of the Environmental Statement and identifies the measures proposed to incorporated into the scheme to reduce surface water run-off.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Make It A Home</b></p> <ul style="list-style-type: none"> <li>• Meet the Nationally Described Space Standards;</li> <li>• Provide sufficient storage space;</li> <li>• Maximise opportunities for daylight;</li> <li>• Provide sufficient private amenity space in the most appropriate location; and</li> <li>• Have considered the balance between the number of homes accessed from lift cores and neighbourliness.</li> </ul> | <p><i>The proposals will lead to the creation of an attractive place to live. The residential units have been designed with consideration to the space standards outlined in the Draft Manchester Residential Quality Guide.</i></p> <p><i>Layout options for the apartments have been designed to offer the greatest flexibility. The apartment layouts are highly efficient and have been fire engineered layouts which allow open plan living without need for the traditional entrance corridor. As a result, the main room dimensions in all cases either meet or exceed the national space standards.</i></p> <p><i>Unlike typical open market housing, the build to rent model here is providing private amenity space for residents outside of the apartments. This allows higher quality amenities and can help to foster a sense of community which is one of the most important aspects of successful residential development. Amenity areas are provided across the development including storage, lobby and meeting areas, communal dining, media and outdoor facilities. These areas are all seen as an extension to the apartments, available for use by all tenants.</i></p> <p><i>The evolving lifestyle concept behind St John's is a key part of the offer, and something that it is going to be unique and very special to this site due to the combination and curation of uses and place making.</i></p> |

### **Draft City Centre Strategic Plan 2015-2018 (2015)**

The draft City Centre Strategic Plan was presented to Manchester City Council's Executive Committee on 29 July 2015 and was recommended for a final round of consultation before being brought back to the Executive Committee to endorse the final version. The report provides an update to the earlier City Centre Strategic Plan 2009-2012.

Within the draft report, St John's is recognised as an area that has the potential to deliver a neighbourhood that epitomises Manchester's character, culture and heritage. It outlines how St John's will be a new unique city centre neighbourhood, a community of creativity, culture and innovation where people can live, work and experience the best of the city.

It is highlighted that St John's will also be the catalyst for significant redevelopment of Manchester's cultural infrastructure. The area will be the home of The Factory Manchester, a nationally unique flexible arts space and arena with a seated capacity of 2,200 and overall event capacity of 5,000.

Within the document, Manchester City Council have outlined their key priorities for St. John's to 2019:

- Begin delivery of the early phases of the St. John's development, including the refurbishment of the historic Bonded Warehouse, Manchester Grande 'event hotel', Village Phase 1 and initial residential schemes.
- Enhancing and creating new linkages to Spinningfields and Castlefield neighbourhoods.
- Design and start on site with The Factory Manchester.
- Manage the impact of the Ordsall Chord works.

The T1 and Central Village development represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area and are therefore key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

### **Conclusion**

Overall the proposals conform with national and local planning policy, where there are exceptions, clear justifications have been set out, either within this planning statement, or within the supporting documents to this application.

A Tall Building Evaluation and review of other key planning considerations follow in Section 6 and 7 of this Statement.

# 6 Tall Building Evaluation

The proposals include the T1 tower which is 36 storeys. This section presents a detailed evaluation of this building and should be read in conjunction with the Townscape and Visual Impact Assessment and Built Heritage Chapters of the Environmental Statement submitted in support of the applications (Chapters 10 and 11 respectively).

## Introduction

The Manchester Guide to Development SPD states that "it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings" (p.46).

The SPD also states that the Council "would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings" (p.50). Therefore, the evaluation of this element of the proposals as set out below is based on the criteria contained in the 'Guidance on Tall Buildings Document' published jointly by English Heritage and CABI (updated version, July 2007) and in particular against the criteria set out within Section 4 of that document. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.

On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABI and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings.

Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:

- Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets.
- Guide and improve design: Design Review is an established tool for the assessment of impact.
- Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed.

In terms of the Proposed Development, it has been developed through a comprehensive engagement process that commenced with a site-wide heritage appraisal and identification of heritage assets and key viewpoints in consultation with Manchester City Council and Historic England to inform the Masterplan.

The Masterplan and accompanying SRF were adopted following a wide-ranging engagement process undertaken by Manchester City Council and establish that the Site and adjacent plots located in close proximity to the River Irwell are appropriate locations for tall buildings.

The Proposed Development forms part of a proposed cluster of four towers at this gateway into the City, in accordance with the Masterplan and SRF; these include proposals that have been submitted for towers within St. John's Place and a Riverside tower. The four proposed towers have been considered as part of a comprehensive assessment process, through an Environmental Impact Assessment that assesses their townscape and visual impact, as well as impact on identified heritage assets, through a series of accurate rendered and wireline views.

In addition, the EIA considers the cumulative effect of the four towers with other committed developments in the vicinity of St. John's, including tall buildings at 1 Spinningfields, Astley and Byrom House, Wilburn Basin and 1 Water Street.

The EIA also assesses the impact of the four towers (and cumulative effect) in terms of pedestrian experience at ground level and within new and existing public realm, including the microclimate impact (e.g. wind and sunlight, daylight and overshadowing).

The Proposed Development, together with the proposals for St. John's Place, has been the subject of a Places Matter! Design Review; overall, the feedback received was positive and is explained in further detail in the Statement of Community Consultation submitted in support of the applications.

The remainder of this section will consider the proposal against the English Heritage / Historic England and CABE criteria (which reflects both the original and updated guidance) in the following order:

- relationship to context;
- effect on the historic environment;
- relationship to transport infrastructure;
- the architectural quality of the building;
- sustainable design and construction of the proposal;
- credibility of the design;
- contribution to public space and facilities;
- effect on the local environment;
- contribution made to permeability of the site and the wider area; and,
- the provision of a well-designed, inclusive environment.

## Relationship to Context and Effect on Heritage Environment

The first two criteria within the guidance are "Relationship to Context" and "The Effect on the Historic Environment."

The Relationship to Context - The Guidance states that "Relationship to Context" requires an assessment of:

*"The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light." (paragraph 4.1.1)*

The Effect on the Historic Environment criteria requires consideration of the effect of the proposals in relation to:

*"The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including:*

- world heritage sites*
- scheduled ancient monuments*
- Listed buildings*
- registered parks and gardens, and registered battlefields*
- archaeological remains*
- conservation areas" (Paragraph 4.1.2)*

Our assessment against these first two criteria is provided within the Townscape and Visual Impact Assessment (Chapter 10) and Built Heritage (Chapter 11) Chapters of the Environmental Statement (and relevant appendices).

The proposed location of the tower has been carefully considered to respect the neighbouring listed buildings and natural topography. Set within a large new area of open space, the presence of the T1 Tower will be softened against the banks of the River Irwell.

The site is located within the Castlefield Conservation Area and is, for the most part, covered by surface parking. The proposed tower will be more in keeping with the regeneration taking place around the sites. Its statement form and scale will contrast with the nearby listed buildings and structures and other non-designated heritage assets to the South, such as the Bonded Warehouse and therefore work to reinforce the positive differential between the old and the new.

The tower, in terms of materials, will interact positively with the character of the neighbouring Spinningfields which is a recent major regeneration scheme in the City Centre.

The tower will act as a marker for the new western gateway into the City Centre. When considered alongside the neighbouring proposals at St John's Place (ground plus 51 storeys and ground plus 17 storeys), the tower will form part of a cluster of tall buildings. The cluster will be softened by the varying heights. The tower will also, when considering the wider City Centre panorama, interact with other tall buildings across the city, such as the Beetham Tower. Consequently, it is considered that the interaction will have a positive impact on the wider city panorama at a short-range view as well as a long-range view.

A Townscape and Visual Impact Assessment has been undertaken by Chris Burnett Associates. The townscape of Manchester contains many disparate and varied townscape elements, features and views as one might expect in a major city with such a long and varied history. The Townscape and Visual Impact Assessment provided in Chapter 10 of the Environmental Statement, examines the impact that the Proposed Development will have on the townscape of Manchester City Centre in a systematic rational and objective way and explores the effect the Development will have on the established Townscape Character Zones, as defined by Manchester City Council, significant Heritage Assets and views using established methodologies and practices contained in GLVIA 3. The impact of the Development on its own is explored and then in conjunction with consented and committed development in a Cumulative Assessment.

A computer modelling process was employed to provide an accurate series of rendered images and wirelines, which combine to illustrate the impact that the Proposed Development will have on a series of selected Representative Viewpoints and on the surrounding townscape on a 360 degree basis. As such, it is not possible to generalise and provide one single summary value for the impact the Proposed Development will have on Manchester as a whole as it is dependent on location or view or the nature or the townscape under consideration.

The Proposed Development is large in scale and will affect a wide area although the location of the sites on the south western side of Manchester City Centre means that the proposals will not have an impact on the entire City Centre.

The Proposed Development will transform the townscape character of St John's (Zone M) in a major and largely beneficial way. It is also predicted to have a dramatic and largely beneficial effect on views and the receptors who live, work in and visit Manchester. It will become in effect a new landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the City Centre and radically improving the accessibility and streetscape of the land adjacent to the River Irwell.

The Proposed Development will have a significant impact on the townscape of Zone M as identified within the Townscape and Visual Impact Assessment (the area in which the site is located and which comprises a variety of buildings associated with the former ITV Quay Street estate).

This is the zone where much of the townscape character will be transformed; both the skyline and streetscape will undergo a major transformation as new vibrant architecture replaces old redundant buildings or in some cases derelict and abandoned building plots. The area will become a lot more open and permeable to pedestrians and public open

space will increase significantly. Key buildings of heritage significance within the wider Masterplan (that are not at the present time designated as heritage assets) will be retained and enhanced. The net effect on the townscape character of this zone can be summarised as major beneficial.

Zone O (Castlefield) is identified as one of the most historic areas in Manchester. It is an area of high townscape quality containing many listed buildings and structures of historic significance. As a consequence receptor sensitivity in terms of the built environment is universally high across the zone. Receptor sensitivity in terms of people is also high as, apart from residential apartments located in the numerous housing blocks in Castlefield basin together with bars and restaurants, the area attracts a large number of visitors whose attention is directed towards appreciation of the many heritage assets.

The overriding value is a major or moderate beneficial effect in respect of the City Centre Townscape Character Zones. Occasionally a negligible value is recorded where the view of the Proposed Development is obscured by existing buildings or it is judged that there is no discernible deterioration or improvement in the view.

Occasionally also, an adverse townscape effect is registered in a situation where the Proposed Development introduces elements that are prominent and uncharacteristic of the surrounding townscape. This occurs in several views around the listed buildings associated with the MSI complex (including the Grade I Listed structures associated with Liverpool Road Station).

For the view from within MSI, whilst a major adverse townscape impact is recorded due to the introduction of large scale buildings in a view that is currently free from modern intrusions to the skyline, the reflective nature of the cladding and design of the building will create a light modern foil that limits the scale of adverse impact insofar as it is feasible.

In the context of other consented or committed development in the area, the effect of the Proposed Development is diminished noticeably. This is particularly noticeable in the case of the adjacent Wilburn Street Basin and Middlewood Lock developments, which are of equivalent scale.

The Heritage Statement prepared by SLHA appraises the heritage significance of identified views and the potential visual impact of the Proposed Development on the individual assets identified and the view as a whole. The viewpoints were identified by Chris Burnett Associates as part of the wider TVIA (as discussed above); these were then discussed with Historic England and 17 views were agreed for the heritage visual impact assessment.

The Heritage Statement discusses each view in detail, assesses its baseline value and then its impact. Full consideration of the cumulative impact of the proposals with other committed developments is also provided within the Environmental Statement Chapter 11 Built Heritage and accompanying appendices. This document identifies that the Proposed Development will have both adverse and beneficial impacts on the historic built environment.

The Heritage Statement identifies that there is much capacity for change within the sites, given the current low contribution of the existing buildings to the character of the Castlefield Conservation Area, and that the proposals

will maximise the opportunity to enhance the architectural and urban qualities around the sites.

The Heritage Statement concludes that out of the 17 viewpoints assessed, there were 2 major adverse impacts, 1 moderate adverse impact, 3 minor adverse impacts, 5 negligible impacts and 6 instances where the proposed development would not be visible. In particular, the Proposed Development is not visible to any extent from St. Ann's Square and to only a very minor extent (resulting in a negligible impact) from Albert Square, including the Grade I Listed Town Hall and significant grouping of Grade II and II\* Listed Buildings.

Viewpoint 3 is a key heritage view and is dominated by the continuous elevation of the Grade I Listed former Liverpool Road Station building, which encloses the streetscape along the north side of Liverpool Road. Beyond the Grade I Listed Station building is the Grade II listed Power Hall building and the top of the Beetham tower can then be seen to the right hand side of the view, in contrast to the dominant horizontality of the streetscape.

The T1 tower will be highly visible within this view and is set back from the group of listed station buildings. It provides a tall vertical element to the end of Liverpool Road, which will be in stark contrast to the historically horizontal form of the Grade I and Grade II listed former Liverpool Road Railway Station buildings, which retain their early 19th Century domestic scale. The Proposed Development will provide a 'bookend' to the Beetham tower to the east and together is understood and appreciated as contemporary development to the periphery of the historic area.

In this view, the proposals will provide a new landmark to the skyline in an area that has, in recent years, been underutilised. It will enhance the urban cohesion of the area encouraging movement and permeability which is considered beneficial to the sustainability of the historic environment.

The materiality, form, height and articulation of the proposal maintains the dominant architectural expression of the heritage assets in this view and consequently they are read as a backdrop to the former railway complex. The understanding and appreciation of the heritage values of the Grade I and Grade II listed group of railway buildings/structures will still be clearly represented in this view.

Viewpoint 23a is another important heritage view; it is experienced from Castlefield Basin looking north-west towards the Site in the distance and has been selected to demonstrate the context of the Site from short-to-medium range views from the south from the Castlefield Basin area, which forms the main focus of the Castlefield Conservation Area.

In this view, the top of the tower will be visible, seen rising above the Grade II listed viaducts and bridges. The proposal will be understood and appreciated as being located within the distance, signifying the continuation of the city. It will provide a vertical emphasis to an already mixed skyline within the Castlefield Basin area, but one which will be a contrast to the dominant linear characteristics of the Grade II listed railway viaducts and bridges.

Viewpoint 34 has a high heritage importance; it is taken looking west down St John Street, towards St John's Gardens. The three storey brick Georgian

terraces provide a strong sense of enclosure and linearity and are unique to the city of Manchester. The view would have originally been terminated by the view of St John's Church, now the mature trees within the gardens act as the visual terminus.

The view is dominated by the terrace of Grade II listed Georgian townhouses, which provides a continuous building line along the street and forms a strong sense of enclosure. The view is terminated in the middle ground by St John's Gardens. Contemporary development is seen beyond denoting the wider townscape.

The T1 tower will become the focal point of the view, from this viewpoint, enclosed by the terrace; whilst not replacing the church that formerly stood at the end of the street, the proposed tower reinstates the relationship between the terraces and the garden, reinforcing the visual connection. The fact that the proposed tower is set behind the gardens, in the distance, provides a visual buffer – the proposed tower is understood as a contemporary backdrop to the listed terrace and signifies the continuation of the city beyond.

However, it is considered that the understanding and appreciation of the heritage values of the Grade II listed terraces will be adversely impacted to a medium extent due to the change to the historic skyline within the view as a whole, especially within cumulative views and therefore a major adverse impact is recorded in relation to this view.

It is not considered that the impact will affect the character and appearance of the Castlefield or St John's Conservation Areas as a whole. It is considered that the exceptional quality and design of the Proposed Development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets.

The site is currently under-utilised given its City Centre location and has low design quality and no active frontages. The proposed tower will bring fresh and outstanding architectural quality to the Site, the benefits of which (such as activation of the frontage, suitable usage of a city centre site, high design quality and provision of a public realm) are considered to outweigh the harm to heritage assets.

The proposed development will introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area which will help to revitalise the area and act as a catalyst for further development. Furthermore, tall buildings in this location are considered to be acceptable within the adopted SRF.

Viewpoint 55 is experienced from within the MSI complex, looking north towards the Site. This elevated position, from on top of the former train tracks, illustrates how the former 'Stage 2' building, within the former ITV Granada site, dominates the view. The Grade I Listed 1830s Warehouse within MSI is seen to the left and the former tracks are seen in the foreground. Although this viewpoint provides a limited sense of the setting of the Grade I Listed former Liverpool Road Station buildings, and the close proximity of the ITV Granada site, it demonstrates how the industrial character of the complex is still prevalent.

The T1 tower and the proposed St John's Place and T2 (formerly Riverside) towers will be highly visible within this view and will be seen as a clear cluster of tall buildings signifying a definable area outside of the MSI complex.

The height, form, scale, materiality and articulation of the proposed towers are such that they will not compete with those of the Grade I Listed 1830s Warehouse, or indeed the industrial character of its setting; there is a clear visual break between the horizontality of the buildings in the foreground and the verticality of the buildings in the background.

Moving east or west, within the MSI complex, from this viewpoint, would demonstrate that views to the north become more limited, illustrating the limited impact of the proposed towers overall. The robust nature of the Listed warehouse, which was never intended to be a landmark feature of the skyline, will still be understood and appreciated, as will the wider setting of the MSI complex.

However, it is acknowledged that the Proposed Development will erode the established view to a minor extent and consequently, the overall impact of the Proposed Development will be moderate adverse.

Beneficial impacts of the scheme include:

- Developing sites that currently have a negative impact on the surrounding built context.
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area.
- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects the transformation of the local context while retaining its significant components.
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.
- Regeneration of underutilised sites, which are in a highly accessible location.
- The proposal will result in a sustainable pattern of development.
- The proposal will redevelop a key strategic site that will help transform a key point of entry into the City Centre at its south-western extent dramatically improving the perception and image of this area and acting as a further catalyst for regeneration within the Water Street Development Framework Area. The proposal creates the opportunity to enhance connections to the city centre as well as to new developments and regeneration initiatives in Central Salford.
- The proposal relates to a key regeneration site in the Regional Centre – the economic driver for the City Region. It will deliver high quality apartments. It will also deliver much needed new residential development taking into account Manchester's projected economic and population growth estimates. Without new residential

development in the places people want to live (such as the city centre) Manchester will not be in a position to fulfil its economic growth potential or increase its overall productivity levels.

- The development of residential apartments with active ground floor uses would complete the development of the urban block and create further activity during the day and early evening.
- The proposal have been designed by a professional design team with significant experience and track record of delivering projects of this complexity and scale.
- The ground floor active frontages would also offer the potential to support further services/ facilities for the local community in the area.
- Residents would have access to high quality open space within the development and be able to gain access to the River Irwell and bank side public spaces.
- Economic benefits including construction jobs which will be targeted at local people where possible.

The Proposed Development responds to the context of the Site's surroundings in regards to the variety in massing, scale, alignment and materiality of the buildings surrounding the site. The Proposed Development has also responded to the local character and history and reflects the diversity of the local identity, building styles and materials. Importantly, the design of the Proposed Development is appropriately innovative continuing the history of independence and variety and place shaping, addressing connections between people and places.

The PPG (2014) emphasises that, in general terms, "substantial harm is a high test, so it may not arise in many cases". Thus, when determining whether a proposed development within the setting of a Listed Building would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its "special architectural or historic interest". This impact could include its setting.

It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. As the Proposed Development does not physically impact on the identified heritage assets or detract entirely from key views of them, there can be no such harm. Consequently, it will be demonstrated that the Proposed Development will have no measurable detrimental impact on the heritage assets, and indeed makes a substantial beneficial contribution to the cohesion of this part of the City.

The Proposed Development is demonstrably consistent with the desirability of new development making a positive contribution to local character and distinctiveness and therefore accords with the requirements of the NPPF, paragraph 131.

Feedback from Historic England suggested that they were comfortable at this stage with the location, scale and design of the proposed St. John's Place tower; overall feedback from Historic England in relation to St. John's has been positive and they have welcomed the potential to enhance the Castlefield Conservation Area.

## Relationship to Transport Infrastructure

*"The relationship to transport infrastructure, aviation constraints, and, in particular, the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements, where appropriate. Transport is important in relation to tall buildings because of the intensity of use, as well as density, that they represent." (Paragraph 4.1.4).*

This section of the report should be read in conjunction with the Transport Assessment (submitted as a technical appendix to Chapter 7 of the Environmental Statement), prepared by Vectos, which fully considers the transport implication of the proposal as well as the Framework Travel Plans, which provide measures to encourage alternative modes of travel to the private car.

The Transport Assessment considers the existing transport infrastructure to the sites. Both sites have excellent existing transport infrastructure including road, pedestrian walkways, cycle network, bus, Metroshuttle, rail and tram. Full details are included in the Transport Assessment and also Section 2 of this Statement.

Basement car parking will be provided underneath the area of lower rise element of Central Village with 465 spaces that will serve the development of T1 and Central Village, and the wider St. John's Masterplan. Below ground provision ensures that the public realm remains uncluttered and parking is secure. It is proposed that a number of City Car Club spaces are also provided across the wider St. John's Masterplan, with some on Water Street close to the proposed developments.

The proposal will deliver 435 cycle parking spaces. A total of 340 cycle parking spaces are provided in the basement to serve the Central Village and a further 95 cycle parking spaces will be located in the ground floor of the T1 tower. Sheffield Stands will be provided within the public realm providing 60 cycle parking spaces total. A cycle hub will also be provided in Central Village (within a ground floor unit with exact location and layout proposed to be agreed via planning condition) incorporating cycle parking, lockers and shower facilities. It is proposed that a cycle hire arrangement will be available, which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's Residents and occupiers. Sheffield stands will also be provided within the public realm.

This is considered to be extensive cycle parking and storage provision and will significantly contribute towards a modal shift of transport trends in the city centre towards more sustainable and active modes, such as cycling.

Furthermore, the area surrounding the buildings in the T1 and Central Village will be pedestrianised and landscaped accordingly to create a pleasant walking environment. The highly permeable arrangement of the buildings will create a number of through routes across the site and will encourage walking as a viable means of transport.

Pedestrian links to the wider City Centre are shown to be excellent with a wide range of amenities located within a 10 minute walk of the site. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the sites.

Generous cycle parking provision and a highly permeable scheme will reduce potential pressure on the capacity of existing public transport and local roads.

The Transport Assessment sets out mitigation measures which will be employed to reduce the implications of additional road traffic on the highway network. The main impacts to which it places emphasis are on Water Street and parts of New Quay Street and relate to the issues of severance, pedestrian amenity and road safety.

Specific measures are proposed to mitigate the impact of development traffic in those most impacted areas as highlighted in the Transport Assessment:

- Ensuring a mix of uses is provided on site to reduce the necessity for residents to travel by car.
- Provision of signal crossings on the main highways and Trinity Way and crossings at different levels.
- Water Street to be traffic calmed so that traffic speeds are kept low. This traffic calmed environment continues throughout the St Johns estate so that pedestrians have many alternative routes through the area.
- A direct route from Grape Street through St John's Park will encourage east west pedestrian desire lines along quiet streets towards the City Centre.
- On New Quay Street, the traffic signals junctions at Water Street and Gartside Street will be upgraded to give a quality pedestrian crossing environment. Quality pedestrian signage will be available throughout. It is considered that the new pedestrian infrastructure will result in an improved pedestrian environment that will enhance road safety above existing conditions reduce severance and improve pedestrian amenity.
- Cyclists will benefit from extensive and excellent cycle parking; a cycle hub and cycle hire facilities.
- The site is located with a short walk of Salford Central Rail Station that will increase its services as a result of the Northern Hub improvements, the Metrolink at Deansgate Castlefield and also close to many bus services including the three Metroshuttle services.
- Improvements to the Metroshuttle connectivity (Service 2) are proposed, with it being diverted along Grape Street through St John's.
- The St John's development will also benefit from City Car Club spaces to be located on site, variable message signing to inform drivers of available spaces and reduce delay and frustration in finding a parking space.
- The site will also benefit from a Travel Plan that will utilise these physical measures to influence and encourage sustainable travel behaviour.

- Finally the increases in traffic flow at the southern end of Water Street will benefit from the proposed improvement to Regent Road and its junctions with Trinity Way and Water Street as well as other complementary minor works. This £15m scheme has been identified in the Local Transport Plan and aims to improve junction capacity by 30%. This scheme is still in design development and is in the Capital Programme for completion before 2021.

## **The Architectural Quality of the Building**

*"The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views." (Paragraph 4.1.6)*

The tower, due to its scale and massing, is likely to form the primary impression of visitors to the sites. A simple, repetitive design has been developed for the tower, which ensures that it relates to other tall buildings across the site. The strong silhouette and regular geometric composition requires a uniform approach to the cladding that would respond to the wider city context and vertical form.

In terms of scale form and massing, the proposal will significantly contribute to the cluster of tall buildings associated with St John's and the wider City Centre. It has a relationship and a dialogue with other tall buildings across the city including, Beetham Tower, Great Marlborough Street, Portland Tower and CIS tower whilst also sharing strong relationships with the other tall buildings proposed within the St John's Masterplan, including, in particular, the Riverside and St. John's Place Towers.

The towers proposed within the St John's Masterplan will vary in height, adding interest to the skyline and breaking up the massing.

The strategy and design concept for T1 and T2 (yet to be submitted) is that both buildings are to be read as a pair. This has led to an architectural approach that visually links them together in their external appearance as well as their massing and scale.

Both towers have been developed as a distinctive sculptural form which book-end each other on the skyline. Their appearance is of smooth glazed blocks which have been enclosed on three-sides with a metallic 'wrap'. This wrap is set forward of the glazed block to reinforce the impression of an applied layer over a glass tower. T1 will have a copper coloured wrap and T2 a silver coloured wrap.

The wrap is located only around the residential floors. Openings for the apartment windows are punched through the metallic layer in an apparently random manner to create a delicate, visually textured and fabric like effect.

The monolithic look of the glazed block is achieved by incorporating floor to floor glazing around the lower two floors of the tower, across the south elevation and around the upper roof levels.

Two façade systems are proposed for the elevational treatment, one for the 'wrap' and the other for the 'glass block'.

- Wrap – this is designed as a rain-screen cladding system with punched windows. The finish to the rain-screen is a metallic paint finished aluminium panel with minimal joint width to create the look of the 'wrap' as a single layer of metal. The window frames have the same appearance and finish as the glass block cladding system.
- Glass Block – A curtain-wall system with vision panels to the habitable rooms and opaque back-painted spandrel panels to areas of solid. The colour and look of the opaque panels will match the day-time appearance of vision panels. Glass to glass joints enhance the appearance of a sleek glazed finish.

The exceptional design quality of the building is outlined in more detail within the Design and Access Statement.

### **Sustainable Design & Construction**

*"The sustainable design and construction of the proposal. For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. Proposals should therefore exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development. The long-term resource and energy efficiency of tall buildings will be enhanced if their design can be adapted over time." (Paragraph 4.1.6)*

The Energy Statement sets out in detail site wide analysis with regards to energy efficiency and scheme sustainability to demonstrate that the proposal will meet the requirements of the Manchester City Council Core Strategy.

The design of the tower has adopted a hierarchy approach to the design by looking at passive design methods to reduce energy and provide a high level of energy efficiency.

The particular characteristics of the tower that has contributed to this saving includes the use of building components with good thermal properties, the schemes' connection with the proposed CHP district heating network with its low carbon characteristics and the benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption.

The tower is orientated to take best advantage of the daylight hours with a high proportion of glazing providing good levels of natural light and promoting beneficial winter solar gain to all areas of the development.

The Environmental Standards Statement sets out how the development has been designed to address the following key areas of sustainability:

- Improving energy efficiency – energy use for the development has been minimised via design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and passive servicing methods

before the application of energy reducing and then low carbon technologies.

- Utilising renewable energies – this will be provided by a district CHP system which will form part of a separate application.
- Incorporating good environmental design – the design team includes a BREEAM accredited professional, who has reviewed proposals with the design team in order to arrive at the most efficient solution for the development. Examples of the measures taken are as follows:
  - o Early appointment of BREEAM Accredited Professional;
  - o Best-practice resource monitoring and environmental protection on site;
  - o Compliance with Considerate Constructors Scheme;
  - o Independent systems commissioning to best-practice standards;
  - o Seasonal commissioning of systems to ensure optimal efficiency;
  - o Air tightness and thermographic testing, post-construction;
  - o Aftercare support for occupants and post-occupancy evaluation;
  - o Lighting design and controls to CIBSE standards;
  - o Low-VOC containing specifications, and testing, to improve indoor air quality;
  - o Building Energy and Thermal Performance modelling to CIBSE AM11 standards iV adaptable to climate change;
  - o Acoustic Design to BS8233, exceeding the requirements of Building Regulations;
  - o Pedestrian and cyclist friendly site design;
  - o Secured-by-Design consultation;
  - o Exceeding the requirements of building regulations for new buildings;
  - o Sub-metering of energy by functional area;
  - o Low-energy external lighting;
  - o Energy modelling to maximise passive and LDC design;
  - o Energy efficient, optimised lift design;

- o Transport and travel planning, allowing minimisation of car parking;
  - o Water efficient sanitary ware and kitchens;
  - o Water leak detection systems;
  - o Water leak prevention systems in office areas;
  - o New materials with low embodied energy, procured from EMS accredited suppliers;
  - o Robustness and efficiency studies guiding building fabric design, including consideration of functional adaptability and climate change effects;
  - o Ample storage for recyclable waste and food waste;
  - o Advice of ecologist to enhance buildings and site in support of BAP species iV during both construction and operation;
  - o Low-NOx heating systems;
  - o External lighting systems to avoid night-time light pollution;
  - o Plant noise to avoid external noise pollution.
- Water management and weather resilience – the development will result in reduced surface water run off than that which is existing. Drainage options are discussed in more detail in the Drainage Strategy Document.
- Waste management – The Main Contractor will be required to operate an ISO14001 certified Environmental Management System, including a full Site Waste Management Plan, containing procedures for waste minimisation as well as optimisation of waste recovery and recycling, in accordance with the Waste Hierarchy. An operational phase waste management strategy prepared by Vectos has been included within the application and is in full accordance with GD04 - Waste Management and Collection Guidance for New Developments
- Construction Management – Consideration has been given to the use of sustainable materials for the development, in an approach that will encompass careful selection of new materials, as well as re-use of the existing materials on-site, where possible.
- Biodiversity – Where possible, in accordance with the advice of an ecologist with local expertise, habitats and features will be included to encourage local BAP species, such as bats, or the Black Redstart via the provision of foraging areas, bat and bird boxes. An Ecological Survey prepared by ERAP is included as part of this application.
- Waterways – The River Irwell is in the locality of the development, however, Ecological advice has confirmed that the site is sufficiently distant from the section of the River Irwell designated as an SBI,

that any impacts of the proposed development on the SBI can be reasonably discounted. Watercourse protection, during construction, will be promoted by adherence to the good practice guidelines contained within Environment Agency Pollution Prevention Guides: 1, 5 and 6. Where necessary, temporary drainage and pollution prevention measures will be in place on site, this may include, for example, bunded areas and spill kits to prevent harmful chemicals / materials from draining to natural watercourses; and silt traps to ensure that suspended solids are removed from the drainage water.

Key characteristics of this development that have contributed to achievement of a sustainable design have included the following:

- Use of building components with good thermal properties
- The benefit of connecting to the district heating with its low carbon characteristics
- The benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption.

The key energy saving features are summarised below, for a more detailed understanding of the energy saving and sustainable measures forming the proposals please refer to the Environmental Standards Statement and Energy Statements, prepared by SAL and CWC respectively:

- A number of systems and components that have been selected to ensure that the energy targets within the Part L assessment area achieved.
- Metering will be installed within the building to ensure all energy utilised can be identified and assessed accurately.
- Water conservation will be minimised through a number of measures.

### **Credibility of Design (Technically & Financially)**

*"The credibility of the design, both technically and financially. Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality required is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant team will have a fundamental bearing on the quality of the completed building." (Paragraph 4.1.7)*

The application proposals have been prepared by a client and vastly experienced design team familiar with the issues associated with developing high quality buildings, including offices, in City Centre locations and with a track record and capability to deliver a project of exceptional quality. The design team is as follows:

- Architect: Cartwright Pickard and Denton Corker Marshall
- Planning Consultants: Deloitte

- Townscape and Visual Impact: Chris Burnett Associates
- Built Heritage: Stephen Levrant: Heritage Architecture
- Transport: Vectos
- Energy & Sustainability: Crookes Walker Consulting & Sustainable Assessments Limited
- Noise and Vibration: Sandy Brown Associates
- Ventilation: Crookes Walker Consulting
- Servicing and Waste Management: Vectos
- BREEAM Pre-Assessor: Sustainable Assessments Limited
- Wind: Urban Microclimate
- Sunlight / Daylight: Watts
- Archaeology: Oxford Archaeology
- TV Reception Survey: Taylor Bros
- Ecology: ERAP

The proposed development will be located in St John's, which will be a world class residential-led mixed use destination providing a mix of uses including high quality residential, hotel, commercial, cultural, leisure and retail space upon completion.

St John's is to be delivered by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London, a developer with a proven track record in Manchester. Allied London has delivered world-class buildings and public realm within the Manchester City Centre context including at the neighbouring Spinningfields.

The design team recognises the high profile nature of the Site and the bar has been set high in terms of design quality and architectural excellence, to deliver a landmark building that is complementary to the wider development of St John's.

### **Contribution to Public Space and Facilities**

*"The contribution to public space and facilities, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with and contribute positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'".*  
(Paragraph 4.1.8)

The proposals will deliver a significant enhancement to the townscape of Water Street, where currently the majority of the existing site offers surface

car parking and lacks built form with no active frontages. The proposal will also incorporate ground floor uses that provide activity and animation.

A new and improved public realm will be provided. The Public Realm Strategy presents key character areas as outlined in Section 3 of this Statement. These key areas will help to create a sense of place for residents and visitors alike.

The Central Village and T1 development will be an off the beaten track, quirky network of tight knit streets and well defined public spaces. The design creates a simple, yet textured carpet of fine grained paving that reveals the heritage and cultural influences including the original canal alignment and the previous uses. This is a place for community ownership and both the residential and workshop/business uses should spill out and animate the space, creating a semi private feel to visitors and an eclectic style, guided by the public realm framework including artistic features, incidental play, furniture and planting. Public spaces feature large feature trees, a green wall and introduce an extra layer of interest and texture to surface materials, features and lighting. The views in and out of the Village will be a significant factor and these should be carefully framed and emphasised. The ground floor of all buildings will include active uses to ensure activity throughout the day and night.

Water Street will have a number of traffic calming measures together with landscaping treatment to ensure resident and visitor safety and to maintain permeability across the site towards the River Irwell. Shared surfaces will be introduced where possible to reduce vehicle speeds.

### **Effects on Local Environment and Amenity**

*"The effect on the local environment, including microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building".  
(Paragraph 4.1.9)*

#### **Wind**

The application is supported by an assessment of the potential impact of the proposals on the pedestrian level wind environment in and around the sites and surrounding area; the assessment was undertaken by Urban Microclimate and forms Chapter 15 of the Environmental Statement submitted in support of the applications.

The proposal introduces a number of significant structures with regards to wind effects. Consequently, wind tunnel testing of a physical scale model has been combined with long-term wind statistics from Manchester Airport (corrected to apply at the Site) to provide a detailed assessment of pedestrian level wind conditions in and around the Site, in accordance with the industry standard Lawson criteria for pedestrian safety and comfort.

From the climate statistics, light to moderate winds from the south and south-south-east are most common at the Site, whilst stronger winds more frequently blow from the south-south-west. Winds from the west-south-west and west also occur frequently, and extreme winds are most likely to

blow from this direction. North-easterly winds are also common during spring.

The south end of the development area is partially sheltered from prevailing southerly winds and the existing low-level buildings extend the sheltering effect into the central and northern area. Conditions across the sites are considered suitable for current activities. Conditions within the surrounding area are also generally suitable for current activities. The main exception is the potential for accelerated winds marginally exceeding the Lawson safety criteria threshold on New Quay Street, created by downdraughts from Leftbank Apartments. The Marriott Hotel's outdoor seating area may also be slightly windy for long periods of outdoor sitting in summer.

For the completed Masterplan Development, pedestrian level conditions at the entrance to the exposed passage within the T1 and Central Village site, to the southeast of the T1 tower, marginally rate as unsafe for the general public in the absence of the final mitigation scheme. Near the entrance to the passage, the once per annum wind speed is approximately 15.3 m/s, and the 15 m/s threshold is exceeded for approx. 1.2 hours per annum.

These localised effects will be mitigated to negligible (i.e. with no safety issues whatsoever), by either the introduction of consented future developments within the surrounding area or further development of the wind mitigation measures, comprising landscaping features and canopies. Conditions are otherwise safe for all users.

In terms of pedestrian comfort, conditions are also marginally windy, but tolerable, for leisurely strolling on Water Street, adjacent to the east corner of the Marriott Hotel. This localised effect will be mitigated through further development of the landscaping features. Conditions are otherwise suitable for strolling through the Site and surrounding area.

The secondary entrances to the northwest corner of the Central Village are expected to be windy but, given their uses, tolerable for pedestrian ingress/egress. The remaining main entrances to the buildings enjoy suitable conditions for pedestrian ingress/egress. Localised protection of key entrances will be developed through landscaping measures such as planters or side screens, or recessing of entrances.

The proposals include several amenity spaces that enjoy suitable conditions for recreational activities including outdoor seating during at least summer.

Outdoor seating areas within Central Village enjoy suitable conditions for long periods of outdoor sitting, such as for an outdoor café, during at least summer. With the exception of parts of the western elevation of the northwest block discussed above with respect to main entrances, the retail frontages also generally enjoy suitable conditions for window shopping and pedestrian ingress/egress at entrances.

The proposals are expected to shelter the neighbouring Leftbank Apartments, alleviating the potential exceedance of the safety criteria threshold on New Quay Street.

Conditions within the Marriott Hotel outdoor seating area are expected to be too windy for prolonged periods of outdoor sitting; however, existing conditions in this location are considered marginally windy for such activities.

It is proposed that the final wind mitigation scheme for the proposals be developed through a further iteration of testing and agreed via a planning condition.

### **Daylight, Sunlight and Overshadowing**

The Sunlight, Daylight and Overshadowing Assessment (Chapter 14 of the Environmental Statement) considers the impact of the proposals on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The assessment considers the T1 Tower as well as the Riverside and St. John's Place towers. The potential effects of overshadowing have also been considered in respect of the adjacent outside amenity space including balconies. The extent of the windows analysed is based on professional experience and are those that are unable to pass the initial 25 degree test set by the Building Research Establishment (BRE) Report 209 "Site Layout Planning for Daylight and Sunlight – a guide to good practice".

Whilst not an instrument of planning policy, BRE Report 209 is generally accepted as the industry standard and is used by most local planning authorities in considering the impact on sunlight, daylight and overshadowing. However, it should be noted that BRE Report 209 is based on a sub-urban setting (equivalent to the light available over two storey houses across a suburban street), no guidance is given as to suggested daylight and sunlight levels in city centres.

The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed; unsurprising given the City Centre locality.

In the context of the City Centre setting it is considered that the overall impact of the proposal is comparable to other high rise developments in the City. In consideration of the scale of the proposals it is considered that the overall impact on daylight and sunlight is less than would be expected in a typical city centre high rise development; only one residential property is significantly affected.

It is important to remember that the overall impact of the proposal is in relation to the windows facing the development proposed rather than the property as a whole. For example, whilst there is an adverse impact to 10-18 Leftbank, this impact is largely restricted to one elevation; not the building as a whole. The worst affected windows to 10-18 Leftbank have balconies over windows which reduces the amount of visible daylight from the upper section of the sky; an area normally accessible to windows. The daylight levels to the worst affected windows are comparable to windows in 10-18 Leftbank overlooking the adjacent RBS building on Hardman Boulevard.

In summary, of the 1,887 windows tested, 58% of the windows analysed have not had the daylight to their face reduced by more than the BRE recommendation of 20% of their former value; the BRE Guidance considers that a 20% reduction is the point at which people begin to notice the reduction in light. 455 (24%) of the windows have had their daylight reduced by slightly more than the 20% reduction recommend; 226 (12%) windows have had their day light reduced moderately below the BRE recommendation and 166 (6%) have been reduced substantially below the

20% reduction suggested by the BRE Guidance for sub-urban areas. In the city centre the BRE guidance for the sub-urban areas may be considered restrictive.

The windows which see the largest reduction to the VSC are to the Marriott Hotel, the Premier Inn and 10-18 Leftbank. These properties are in close proximity to the proposed towers. Leftbank is particularly affected by the towers proposed as part of St. John's Place; the T1 tower is located at a further distance from existing residential receptors. Many of these windows have access to daylight in excess of the 27% VSC given in the BRE Report 209; this is due to the low rise nature of the existing Granada television site allowing excellent sky visibility for a city centre location.

10-18 Leftbank has a significant reduction in the VSC levels to the windows which overlook New Quay Street. These windows currently have a high level of VSC; well above that which would normally be considered appropriate even for a sub-urban street. The most significant reductions to the windows in this elevation bring the VSC levels down to a similar level to the windows in 10-18 Leftbank which overlook the RBS building on Hardman Boulevard.

Within the confines of the sites, consideration has been given to the design of the proposals in relation to the daylight to the surrounding properties. The layout of the proposals is set out so that the towers with the most significant height are away from the perimeters of the sites, where adjacent properties are in closer proximity. The tower in front of the Leftbank apartments is of a lower height and the block has been chamfered to allow a greater amount of sunlight and daylight to reach the New Quay Street elevation apartment windows.

It is not considered that there are additional realistic and economically viable methods to mitigate the impact on the surrounding properties whilst ensuring that the Proposed Development remains commercially viable.

## **Air Quality**

The Air Quality assessment (Chapter 7 of the Environmental Statement) considers the impact of the Proposed Development, both during construction and operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities. The assessment has focussed on the effect of the Proposed Development on nitrogen dioxide and particulate matter concentrations, as the main pollutants of concern in the Manchester area.

The scope of the assessment has been derived in consideration of the site's location within the Manchester Air Quality Management Area, air quality standards and limits identified in relevant legislation and relevant planning policy requirements.

Air quality conditions associated with the changes in traffic volumes have been modelled for two assessment years (2017 and 2032) using ADMS-Roads, a computer-based modelling package that predicts concentrations of specified pollutants based on the input of sources of the pollutants (e.g. roads and their predicted traffic volumes) and identification of representative sensitive receptors (e.g. residential properties). The results of the model have been verified using diffusion tube monitoring data from 2014 to ensure modelling results are consistent with actual measured

results. Impacts have then been analysed and described following best practice guidance provided jointly by the Institute of Air Quality Management and Environmental Protection UK.

Monitoring of both nitrogen dioxide and particulate matter in the City Centre demonstrate a downward trend (improvement) in the annual mean concentrations of both pollutants, although some areas (e.g. Oxford Road) remain above the Air Quality Objective limit value for nitrogen dioxide. One monitoring location, Liverpool Road, falls within the area of influence of the Proposed Development, with monitoring of annual average nitrogen dioxide concentrations showing that they fell below the Air Quality Objective limit value for the first time in 2014.

Background concentrations identified by DEFRA have been identified, however these fall below that monitored by Manchester City Council. Prediction of future background pollutant concentrations, included in the assessment, identify that the downward trend in pollutant concentrations is expected to continue.

As the Proposed Development is closely surrounded by a number of sensitive receptors, including residential properties, impacts associated with dust soiling were identified as giving rise to moderate to major adverse effects. However, due to relatively low background concentrations of particulate matter, impacts associated with human health were identified as giving rise to minor to moderate adverse effects. Due to an absence of ecological receptors in the area of influence, impacts were identified as negligible.

Modelling of the changes in traffic volumes as a result of the Proposed Development demonstrate that they will result in relatively small changes in air quality in relation to sensitive receptors, with changes in relation to the most sensitive (e.g. residential properties) largely being of negligible magnitude for both nitrogen dioxide and particulate matter in both 2017 and 2032.

The environmental statement concludes that, based on the overall changes in air quality, the impact on air quality was identified as giving rise to minor adverse effects in 2017 and negligible effects in 2032.

A range of mitigation measures are identified for incorporation into the construction methodology to minimise the generation of dust and its release from the Site. Furthermore, the Transport Assessment proposes a number of mitigation measures such as the adoption of strategic and sustainable transport practices as part of a Travel Plan, which will provide reductions in vehicular emissions associated with the Proposed Development.

It is considered that, provided recommended mitigation measures are implemented into the Proposed Development, the significance of the predicted impacts will be reduced.

## **Noise & Vibration**

An environmental noise survey has been undertaken by Sandy Brown Associates and is submitted as part of the Environmental Statement to support the application. (A Noise and Vibration technical chapter has also

been included as part of the Environmental Statement and comprises Chapter 8).

Unattended and Attended sample noise measurements were carried out at strategic locations around the site with the purpose of determining the existing noise levels from road traffic, pedestrians and other significant noise sources in the area.

The noise assessment includes maximum sound pressure levels and sets out measures to be employed to ensure that these levels are met. All plant will be appropriately insulated to minimise noise impact to residents in addition appropriate insulation will be included in the built form of the development to ensure suitable levels of noise ingress and egress. Therefore, no significant residual noise effects are expected directly as a result of the operation of the Proposed Development, as noise egress will be controlled so that the baseline conditions are not exceeded.

The Noise Assessment identifies some impacts during the construction phase on neighbouring properties and sensitive receptors. However, mitigation measures are proposed (as outlined in the Noise Assessment).

The construction phase, and as such any impacts associated with construction, will be temporary, appropriate mitigation measures will be implemented and local residents and community groups will be informed.

Once the development is operational, noise associated with servicing of the development will be mitigated through the application of time restrictions (between 07:00 and 23:00) to reduce disturbance to resident's and visitor's amenity.

The increase in road traffic noise outside the nearest noise sensitive premises due to the operation of the proposed developments is expected to result in negligible significance impact.

It is therefore considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the tower would not have an adverse impact on surrounding uses.

## **TV Reception**

Taylor Bros set out in the TV Reception survey, taking into account the details collated during a desk top study and the results and information collated during the field survey, whether the introduction of the Proposed Development has the potential to impact upon television reception, and if so, where.

They highlight one potential impact zone for terrestrial television reception due to the proposed T1 tower. The report sets out that it is not envisaged that there will be any impact to satellite television reception.

The potential impact zone for terrestrial television covers an area to the southeast of the proposed developments; a section of the old Granada Studios site and the Museum of Science and Industry. The information recorded at test point positions in these areas highlights a number of residential apartment blocks and commercial properties in the area.

The Survey sets out a number of mitigation measures to remedy these potential television reception issues including, but not limited to (please refer to survey for full details):

- Change of aerial type to one most suited to the type of interference being received.
- Re-siting of the television aerial to a position on the property where interference is reduced or not present.
- Increase or decrease of aerial height.
- Installation of masthead amplification to improve television signal strengths being received.

### **Contribution to Permeability of the Site and the Wider Area**

*"The contribution made to the permeability of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, or effective closure, of views to improve the legibility of the city and the wider townscape." (Paragraph 4.1.10)*

The proposal forms part of the wider St John's regeneration area and sit in a key gateway location to the main St John's site and also Spinningfields. The public realm strategy has therefore been designed to ensure permeability and linkages with the wider City Centre and key development sites.

The site is currently, for the most part, surface car-parking. Therefore the proposal will open up access onto a currently featureless plot of land. Permeability through the site has been central to the design, with a highly permeable core which contains numerous meandering routes through it.

The proposal is being brought forward with consideration to the wider St John's site and neighbouring planning applications. The overall vision for the area is to create a new permeable neighbourhood that reinstates the original and historic tight-knit street patterns.

Traffic calming measures will be implemented to ensure that pedestrian permeability measures are not adversely affected by traffic on existing roads within the site, such as Water Street.

Pedestrian permeability will be improved throughout the site and shall be carried through into the neighbouring phases of the wider St John's regeneration area, specifically with the creation of parks and River walks creating a new north-south route through the site.

Internally, all entrances will lead to visible and convenient access to sets of lifts that lead to either the car parking levels for visitors or to the high-rise tower for residents.

The cluster of tall buildings will act as a wayfinder for the people accessing the site from the wider City centre area.

## **The Provision of a Well-Designed Environment**

*"The provision of a well-designed environment, both internal and external, that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity." (Paragraph 4.1.11)*

The Design and Access Statement sets out the overall design aspirations of the proposals. The towers constitute the 'sky' element of the 'village and the sky' design principle as set out in the adopted St. John's Masterplan and SRF.

The Design and Access Statement by Denton Corker Marshall and Cartwright Pickard and Public Realm Strategy by Gillespies provide full design details of the environment. Care has been taken to ensure that the design contributes to and enhances the quality of life for residents, workers and visitors.

The proposals are to provide exemplar amenity public space with significant improvements to the public realm where the sites, for the most part, are currently not accessible to the public and featureless, devoid of built form and architectural interest.

A series of newly landscaped public spaces will be provided within the sites, which will bring individual character and assist in the creation of a sense of place. The public realm will be shared by users, with pedestrians and cyclists, residents, workers and visitors able to mix.

The residential units have been designed to meet the space standards set out in the Draft Manchester Residential Quality Guidance, providing large apartments with generous amenity spaces.

Manchester Airport Safeguarding Team have been consulted with regard to the proposals and have provided a number of recommendations for the construction phase and to be incorporated into the design as the project moves forward.

# 7 Other Planning Considerations

The tall building statement includes a review of key planning considerations derived from the tower on the site. This includes a review of a number of planning considerations such as design, transport, heritage, sustainability and environmental considerations. This section therefore sets out those planning considerations derived from the planning policy review that have not been discussed in Section 6.

## **Economic & Regeneration Benefits**

The creation of a residential-led mixed use development as part of a wider regeneration scheme for a vibrant new neighbourhood within Manchester City Centre will provide much needed residential accommodation as well as workspace and ground floor active uses such as retail and restaurant.

In terms of new residential development, increasing Greater Manchester housing supply is critical to meeting the demands of the growing workforce and population, and therefore in meeting Greater Manchester's economic growth strategy. Currently Greater Manchester is not delivering enough homes annually to meet either population or household growth projections.

St John's will support a community that generates new ideas, innovation and 'cultural experience.' When properly nurtured, these elements form the building blocks for enterprise and growth that will provide an international reach and world city status for Manchester. Importantly, St John's will further strengthen Manchester's profile as a place to invest. Manchester's business base is stronger than ever before- diversified with distinctive strengths in science, health, digital and creative industries. This continues to drive a younger population which in turn is driving new demands for housing, with neighbourhoods of choice like St John's.

It is clear that there needs to be a significant increase in the delivery of new homes with a focus on high quality, well-managed apartment schemes and some lower density housing. The Proposed Development can make a significant contribution towards this objective.

As set out in Appendix 1: Strategic Context, there is significant and clearly identified demand for new residential use within Manchester City Centre. These are also uses that are in fully in accordance with the adopted Manchester Core Strategy and St. John's Strategic Regeneration Framework.

The scheme also represents an opportunity to redevelop a site which is underutilised, containing vacant buildings and surface car parking. This will enhance the character of the wider St John's area and encourage increased activity on site.

The vision for T1 and Central Village is to foster a vibrant new neighbourhood. The proposal can be seen to represent the heart of the

wider St John's Site. The proposed mixed neighbourhood will bring vitality to the area. A range of unit types and sizes, as well as workspace, shall be provided to contribute to this mix. The mix of shoppers, employees and permanent residents will add vitality to the community.

The development will bring jobs to the area in the long-term but will also continue to support the construction sector with short-term jobs created in preparing the building for use. The scheme is anticipated to provide approximately 1,730 permanent FTE jobs.

The inclusion of retail and business uses within the scheme also has significant economic and regeneration benefits. The development will create a number of full and part time jobs through their operation and will provide residents of the development and the wider St John's area with amenity facilities.

Additionally, the mixed-use credentials of the proposal will be aligned with the overall ambitions for St John's to be a new mixed-use and sustainable city-centre neighbourhood. The retail provision will serve both the existing and new residents and workers in the area in the short term, but will also support those living and working in the various developments that come forward as part of the St John's Masterplan as well as the wider City Centre.

The wider benefits of regenerating St John's cannot be underestimated. In the long term the site can deliver a quantum of high quality residential, workspace, cultural, retail and restaurant floorspace that will transform the area. St John's' excellent location within close proximity to the City Centre and other key regeneration areas in the city including Castlefield and Spinningfields ensures that it will be an attractive proposition as a place to live, work and play.

## **Public Benefits**

In addition to the Economic and Regeneration Benefits listed above, the proposals will deliver significant further public benefits for the sites, Manchester City Centre and the wider City Region, including:

- Delivering the heart of the St. John's Masterplan, this will act as a catalyst for the on-going regeneration of the area extending across the Masterplan area. This will include proposals for world-class new arts and culture facilities such as the Factory.
- Transformation of the townscape character of this area of the City Centre in a major and largely beneficial way. The proposals will become in effect a new landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the City Centre and radically improving the accessibility and streetscape of land adjacent to the River Irwell.
- Connections from the wider St. John's Masterplan into the new arrival plaza as part of St. John's Place and the premium commercial district of Spinningfields beyond to the north east.
- Enhancements to the pedestrian environment along Water Street, including pedestrian crossings, will significantly improve connectivity between these important regeneration areas.

- The development area encompasses several different uses – retail and restaurant uses at the lower floors will encourage activity and vitality to the area and provide natural surveillance to the wider area.
- An energy efficient development, which is capable of delivering a significant improvement on the carbon emissions reduction target established within adopted policy for residential use (a 27.2% improvement against the target 19% improvement) through the establishment of a district heat network.
- Positive synergies and increased permeability with the surrounding areas, such as Spinningfields and Salford – the proposals will create a new entry point into St. John's that will connect into new and reinstated pedestrian and cycle routes across the wider Masterplan site.
- The opportunity to enhance the biodiversity of the Site and wider area through carefully planned new landscaping including tree planting.
- Inclusion of new Sustainable Urban Drainage Systems as part of the site-wide drainage strategy, which will seek to reduce the surface water run-off rate from the Site and thereby positively contribute towards improvement for a Site that is located within a Critical Drainage Area.
- An opportunity to undertake intrusive site investigation of a Site that is potentially contaminated through its former industrial uses and to remediate any confirmed contamination through the development process

## **Archaeology**

An Archaeology Desk-Based Assessment prepared by Oxford Archaeology is submitted in support of the applications. The Assessment establishes, as far as possible, the nature and significance of the sub-surface archaeological resource within the area and across both application sites, and assess the impact of any future developments upon this resource.

None of the sites of potential archaeological interest identified within the site are afforded statutory designation, and are thus not considered to necessarily merit preservation in-situ.

Of the non-designated sites of archaeological interest that have been identified, it is likely that only nine have any potential to survive as buried remains, as the others are likely to have been destroyed or damaged entirely during 20th Century development. The nine potential remaining sites are all considered to be of local / borough importance. Should well-preserved remains of these latter heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development.

The archaeological assessment states that the requirement for any further archaeological recording of buried remains within the sites will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity

as archaeological advisor to Manchester City Council. This is likely to involve the excavation of a series of trial trenches to establish the absence or presence of buried remains.

### **Manchester and Salford Junction Canal**

The Grade II Listed Manchester and Salford Junction Canal Tunnel structure sits partially underneath the existing annexe to the Granada HQ Building, which is located adjacent to the site and outside of the application boundary. This tunnel section of the canal is listed, not for its canal heritage, but because of its use in World War II as an air raid shelter. The significance of the tunnel is further described within the Heritage Statement submitted in support of the applications (Appendix 11.2 to the Environmental Statement).

Beyond the tunnel section, the former Manchester and Salford Junction Canal previously ran under the site of the existing surface car park that forms a large part of the site and connected into the existing canal lock and River Irwell to the west. The canal stretch is now infilled (and this element is not listed), but access to the tunnel is possible and will be retained as part of the Manchester Grande scheme.

The proposal does not affect the listed element of the canal tunnel; impact to setting has been considered as part of the Heritage Assessment (submitted as a technical appendix to Chapter 11 Built Heritage of the Environmental Statement), which concludes that there is negligible impact on the setting.

The archaeological desk-based assessment identifies that the remains of a section of the underground canal and associated infrastructure may survive within the footprint of the proposed T1 and Central Village; if remains do exist, the assessment concludes that these could potentially be of local/borough significance.

The archaeological assessment summarises the various archaeological projects that have previously been undertaken in relation to the former underground canal since the 1990s. A survey and excavation was carried out by the former Greater Manchester Archaeological Unit (GMAU) in 1988. This work was intended primarily to locate and examine a former lock of the disused canal on Water Street (GMAU 1990), within the boundary of the site. The archaeological investigation arose from ground subsidence in the surface car park to the west of Water Street. The surface of the car park in the area affected was removed, which revealed that the upper stonework of the canal channel survived in-situ immediately beneath the modern ground surface.

Further investigation by GMAU concluded that the subsidence had occurred over a former canal lock. The remains of canal lock No 2 were revealed in the surface car park. The bed of solid brickwork was revealed at a depth of 5.8m, whilst the upper and lower water levels were defined by thick stone string courses at depths of 2.0 and 4.2m below the coping stones.

As such it is recommended that, in the first instance, an appropriate scheme of archaeological investigation (to be agreed with Greater Manchester Archaeology Advisory Service) is undertaken; this is likely to involve the excavation of a series of trial trenches to establish the presence

or absence of buried remains. Should significant remains be found which will be damaged or destroyed by the proposals, further excavation work in advance of development may be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains.

The remains are not of a significance to warrant preservation in-situ.

In terms of potential for reinstatement of the underground canal, it is noted from the above discussion that this is not the element of the feature that is considered to be of most significance and it does not warrant preservation in situ.

Potential for reinstatement as a working canal has been assessed as part of the Masterplan development and is not considered to be practical within the scope of the Masterplan. As set out within the Design and Access Statement Appendix submitted in support of the application, in order to achieve a quantum, layout and orientation of development that was successful in terms of place-making, there is a requirement to maximise the footprint of development, including the basement car parking that will enable the delivery of active ground floor uses, on this site. This has enabled the creation of a tight-knit, dense urban grain that reflects the history of the City within the proposal, as well as freeing up space for significant amounts of new public realm and cultural development.

In addition, the largest of the former ITV studios sits in place of the portal where the underground section used to emerge into the open, effectively rendering reconstruction of the canal route impossible without demolition of the studio. The studio has significant heritage merit and a key strategy of the Masterplan is to retain and bring it back into use; this will be achieved through the OGS (Manchester Grande) development, which was granted Planning Permission on 21 October 2015 (Ref. 109246/FO/2015/C1).

It is recognised that there is an opportunity to provide improved public access to the Grade II Listed canal tunnel and access is retained through the OGS proposals. This will protect any future use of the tunnel, for example for public tours, events, or any other use, which will continue to be explored by the Applicant in the context of relevant health and safety requirements.

The St. John's Masterplan provides for the refurbishment of the canal lock adjacent to the River Irwell, to create a vibrant new riverside place and the Riverside schemes presents an opportunity to deliver this enhancement of a currently underutilised piece of public realm.

There are also opportunities to acknowledge that part of the canal which no longer exists through appropriate references the public realm; the Public Realm Strategy submitted in support of the proposal provides a set of illustrative proposals that seek to communicate the rich history of the site, including that of the former canal.

## **Flood Risk & Drainage**

RoC Consulting has undertaken a site-wide Flood Risk Assessment and Drainage Strategy in support of all applications associated with the St John's Masterplan.

In summary, the existing sites are fully developed and served in the entirety by a series of drains/sewers. These sewers discharge un-restricted into the surrounding United Utilities Adopted Sewer Network. The sites are defined within the Manchester City Council Strategic Flood Risk Assessment (SFRA) as being located within a "Critical Drainage Network". The implication of which requires an overall reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows).

Two drainage strategies have been developed for the entire St John's development. This holistic review is required as certain individual plots within the development site could achieve the drainage reduction stipulated:

- Option 1 – Drain to Existing Sewer Networks: The development plot would drain back to the existing adopted sewer network within Grape Street. The flows would be restricted to in excess of 50% of the current flows and attenuation within the footprint of the development site would be required.
- Option 2 – Drain to the River Irwell: A separate surface water drainage network will need to be installed to serve St John's development within its entirety. Into which this development plot would connect. The discharge into the River Irwell would be un-restricted; as such no attenuation is required within the plot boundary.

The preferred drainage strategy is option 2 and the final strategy will be informed by further detailed design work and on-going discussions with stakeholders.

In line with Paragraph 103 of the National Planning Policy Framework and recently updated National Planning Guidance (April 2015) in relation to SuDS, Manchester City Council has confirmed its commitment to exploring the use of SUDs on new major development proposals.

The Flood Risk and Drainage Strategy sets out that attenuation of surface water flows from the proposed development will be dependent on the final choice of drainage strategy; however, there is potential for the following types of SUDs to be incorporated into the development:

- Pervious pavements with 30% void sub-base and permeable paving.
- Oversized pipes.
- Proprietary below ground attenuation tanks.
- Green roofs.

## **Ground Conditions**

A Phase 1 Desktop Study has been produced by RoC and is included as part of both applications as a thin a relatively low risk environmental setting and are unlikely to be impacted or affected by nearby current or historical industrial activities. No potentially contaminative land uses were noted on the site at the time of inspection. The site is located within a relatively un-

industrialised setting, bounded by a combination of uses including museum, commercial office, residential and hotel development.

The report highlights the history of the site and, in particular, historical map records indicate the development site is situated within the former Manchester & Salford Junction Canal wharf side and known to have historically contained a number of engineering works, terraced housing, warehousing, timber yards and other point sources of contamination.

This portion of the site is also crossed by the former canal, which is known to have been infilled with demolition and domestic waste material to depths circa 5.8m.

The report recommends that a Phase 2 Site Investigation is completed to further assess items identified by the Phase 1 Desktop Study, prior to commencement of demolition and construction of either Proposed Development.

It concludes that the site's development process, and the completed developments, will have a minor beneficial impact; owing to the fact sources of contamination beneath the site will be investigated and treated during the construction process. Furthermore, the development is also considered to have a minor beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

## **Ecology**

The Ecological Report and Bat Surveys have been compiled by ERAP and submitted in support of the application. These have assessed the ecological value of the site from an extended Phase 1 Habitat Survey and a licensed bat survey carried out in July 2015.

The proposal will have no adverse direct effect on statutory designated sites. The reports highlight that the proposals provide an opportunity to secure ecological enhancement for fauna typically associated with urban areas such as breeding birds and foraging bats.

Not only are the proposals beneficial for wildlife, but the landscaping strategy and green spaces provided will also improve quality of life for residents.

The reports consider that the proposal is feasible and acceptable in accordance with ecological considerations and relevant planning policy.

## **Residential Management Strategy**

A Residential Management Strategy has been prepared by JLL and is submitted in support of the application.

A strong management regime will be established for the maintenance and administration of the community, which is being created. The responsibility for the long term stewardship of all shared and public areas of the scheme not otherwise demised or allocated to individual tenants, will be granted to this regime.

The main elements of the estate management delivery are those core services provided by site management staff and maintenance services provided by specialist contractors.

The communal estate regime and service charge budget are critical elements of maintaining and maximising residential amenity within any building. The service charge budget will deliver a 24/7 staffing regime at the building and this will enable immediate response to any antisocial incidents.

It is considered that, with this strategy in place, effective management of the residential element of the proposals can be assured. This will ensure that resident's quality of life is maintained.

### **Crime and Security**

A Crime Impact Statement has been prepared by Greater Manchester Police and is submitted in support of the applications. This followed a meeting held with an officer from the Secure by Design team in July 2015. The report confirmed that GMP is fully supportive of the scheme; it provides a number of recommendations which will be considered during the detailed design stage through on-going dialogue with Greater Manchester Police.

### **Retail Mix**

The inclusion of retail, restaurant or bar uses within the lower floors of the development will contribute towards creating a truly mixed-use development with active frontages on Water Street. One restaurant and café unit will be provided in the tower. Flexibility is sought for the units across a mix of use classes (A1 retail, A2 financial and professional services; A3 restaurant and café units; or, A4 bar). Occupiers will be actively managed to ensure a complementary mix of tenants and uses; it is proposed that there will be a balance of uses across the use classes. Restaurant and café units will be located on prominent corners to draw activity into the site.

A detailed retail strategy will be designed for the delivery of the optimum tenant mix for the retail component. It is important that the strategy and design of the retail is relatively flexible, so that the changing nature of retail and emerging trends can be exploited to create a vibrant, contemporary and sustainable retail offer, within the context of the wider retail and leisure offer of St John's.

Over time Spinningfields has continued to evolve and has become an incredibly successful business district, and in addition a hugely significant pitch for both retail and catering, with trading figures that compare favourably to any other part of the UK, but has been focussed on working with established successful operators who have produced the appropriate concept for that market. It is critical that the retail within the development offers a clear point of difference to Spinningfields, with an approach that concentrates on truly embryonic companies and includes far smaller formats. The marketing strategy will develop as the location establishes itself and leasing of retail space is progressed and crystallises.

The retail uses will support the residential and workspace uses across the wider St. John's Masterplan and City Centre. It will be the heartbeat of the development, providing the services for the workspace occupiers and the

residents; it will provide energy to the development and will enliven the public realm. The development and the buildings themselves will be hugely impressive but areas most visited by other local people will be the retail accommodation and consequently the retail must showcase the quality of the development.

The letting strategy must respond to the objective to secure best in class operators, by combining independent brands with individuals and operators who have credibility in their track record, but who are innovative and who are developing new concepts. The tenant mix strategy will respond to the needs of the workspace occupiers and the residents on the site who require high quality retailing, but also provide reason for people to visit from neighbouring locations.

Ultimately the residents and the workspace occupiers will be the most regular customers who will continue to drive the sales, and so the retail tenant mix would expect to be focussed on this trade and therefore include high quality artisan bakers, butchers, and delis, along with other similar best high quality convenience retailing. Aside from this, due to the nature of the units, the retail will be a blend of new businesses to include; fashion, homewares, gifting, sports and boutique coffee shops all of which must provide a relevance and a point of difference to other retail locations within the area.

Due to the nature of the operators, trading hours will need to remain flexible, however retailers should be encouraged to stay open and maximise day trade. Opening hours should allow for appropriate retailers to potentially capitalise of evening trade from the residential population.

### **External Seating Areas**

The proposals include a series of external seating areas, which will add to the vitality and vibrancy of the area and help to draw people in. Given the tight-knit nature of the public realm within the development, it is proposed that these external seating areas will be relatively small. The definitive boundaries (and approach to demarcation) for all external seating areas are proposed to be agreed via a planning condition.

All seating areas will be carefully managed by the individual unit operators and the St. John's on-site management team to ensure that they operated effectively in terms of preventing of nuisance including litter and noise. Whilst operational, the seating areas will be continually monitored by staff and will be subject to regular patrols by the St. John's team, who will also ensure that regular dialogue takes place with building management for the existing and future buildings to address any issues that arise.

All loose furniture within external seating areas will be selected by the occupier. Occupiers will continue to store furniture inside the units at the end of each day or neatly lock up furniture within their outdoor seating area. The proposed external seating areas would be operated from Monday to Sunday, 0700 until 2200.

A management strategy will be developed in order to ensure the effective management of the proposed external seating areas to minimise potential for adverse impact on nearby residential properties. The management strategy will utilise similar principles to these in place at Spinningfields, which is also managed by the applicant and will include:

- Operating hours
- Seating policy
- Smoking policy
- Security
- Management of waste
- Noise management

The applications are supported by a Crime Impact Statement, which assesses the proposed external seating areas and supports the inclusion of these subject to a number of recommendations included clear demarcation of the boundaries, proper supervision of the areas and clearing away of tables and chairs when the areas ceased to be used. These recommendations will be addressed within the Management Strategy. It is proposed that the detailed Management Strategy is agreed via a planning condition.

## 8 Summary and Conclusions

This Statement has been prepared on behalf of Manchester Quays Limited in relation to an application for Planning Permission for: Central Village - a 7 to 8 storey mixed use building with retail uses (Classes A1/A2/A3/A4) and/or workspace use (Class B1) on the lower floors and residential live/work uses above; and T1 - a 36 storey private rented scheme residential tower (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4).

The Applicant and project team are committed to delivering a sustainable residential-led mixed use development of the highest quality, which has the following important benefits:

- Successful regeneration of the sites, bringing them back into a long-term, viable and active use.
- Direct job creation and supply chain job creation; the proposals will bring jobs to the area in the long-term but will also continue to support the construction sector with short-term jobs created in preparing the building for use. The scheme is anticipated to provide approximately 1,730 permanent FTE jobs.
- The scheme will include a variety of apartment sizes and types from 1 to 2 bedrooms, which will appeal to a wide range of occupants. There is a clear and identified need for housing provision in Manchester and to provide a strong sense of place and high quality neighbourhoods.
- Re-integrating the sites with the surrounding areas will enhance permeability between the City Centre and Castlefield, as well as providing an opportunity to reconnect the City Centre to the River Irwell.
- Transformation of the townscape character of this area of the City Centre in a major and largely beneficial way. The proposal will become in effect a new landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the City Centre and radically improving the accessibility and streetscape of land adjacent to the River Irwell.
- A scale of building form that integrates within the wider townscape, with the provision of small scale retail units to attract small niche retailers, and flexible workspace to attract growing business, including the creative industries, in addition to the residential development.
- To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.

- The strengthening of existing, and creation of new, public landscaped spaces that support a new network of routes and linkages that connect the different parts of the site to its neighbours.
- Enhanced access to the River Irwell through the delivery of a high quality new pedestrian route and public realm through the core of the site; which is enabled through the layout and orientation of the buildings.
- An energy efficient development, which is capable of delivering a significant improvement on the carbon emissions reduction target established within adopted policy for residential use (a 27.2% improvement against the target 19% improvement) through the establishment of a district heat network.
- The opportunity to enhance the biodiversity of the Site and wider area through carefully planned new landscaping including tree planting.
- Inclusion of new Sustainable Urban Drainage Systems as part of the site-wide drainage strategy, which will seek to reduce the surface water run-off rate from the Site and thereby positively contribute towards improvement for a Site that is located within a Critical Drainage Area.
- The scheme has been prepared by the Applicants in consultation with Manchester City Council, Historic England and a range of technical stakeholders, as well as adjoining owners and the local community.

The proposal is in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

The proposal therefore merits the support from the Council and the grant of Planning Permission.

# Appendix A: Strategic Context

This section shows how the scheme fits within the wider strategic context of the area demonstrating that the scheme will contribute to a number of objectives for the city. This section will also outline the economic context to the proposals and how they fit emerging trends within the city.

## **Strategic Regeneration Review**

This section will highlight how the proposed scheme is in line with the aspirations of strategic planning policy at a regional and local level.

## **St John's Strategic Regeneration Framework (2015)**

The sites fall within the St John's Strategic Regeneration Framework area, which includes the former ITV Quay Street site and other parcels of land towards the River Irwell. The Framework was adopted by Manchester City Council at Executive Committee in February 2015.

The sites offer a remarkable and immediate opportunity to lead the next phases of regeneration of Manchester City Centre and deliver "best in class" residential-led mixed use development. At approximately 13 acres, and vested in the ownership of Manchester Quays Limited (MQL), the Masterplan area presents a critical mass of land, readily available to deliver comprehensive redevelopment.

The SRF provides a positive and appropriate response to its context. It sets out a vision for the regeneration of the site, based on the concept of the "Village" and the "Sky", together with a series of development principles, which are sufficiently flexible to be able to respond to opportunities in the market place as they arise.

The Masterplan proposals will ultimately guide the delivery of a new residential-led mixed-use, sustainable City Centre neighbourhood which is accessible, has a distinctive sense of place and offers life and vitality at all times through the year, day and night. They address the following key areas:

- To deliver a best-in-class City Centre neighbourhood; a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.
- Development that is fully integrated both functionally and physically with the City Centre and adjoining city centre neighbourhoods.
- To re-establish Manchester's tight-knit urban grain and create a meandering network of public spaces and complementary range of uses.

- A form of development that retains and reutilises the site's key heritage assets and integrates those features into the new urban form.
- A series of existing and new public landscaped spaces will be created that support a new network of routes and linkages which connect the different parts of the site to its neighbours and the River Irwell, as well as anchoring the major buildings.
- A scale of building form that in height and plan extends the scale of the St. John's Street district across the site. To the west of the site, adjacent to the River Irwell, there is the potential to introduce taller, elegant residential buildings.

The SRF identifies that St John's has the potential to deliver wholesale development in the area, although the precise development quantum involved will be determined during the detailed planning of the scheme. It is considered that there is potential to deliver:

- A total of c. 4m sq. ft. of high-quality new and refurbished mixed-use development;
- 2,500 – 3,000 new residential units, comprising a variety of townhouses, penthouse apartments, live-work units and high-rise living;
- 300 – 400 of these to be potentially brought forward on the Core Site as a Private Rented Community;
- 500 – 600,000 sq. ft. workspace, mostly in low-rise studio space aimed at creative new industries, incorporating space for start-ups, incubators and collaborative working;
- 80,000 sq. ft. of this via refurbishment of the Bonded Warehouse;
- 300 – 400,000 sq. ft. of new leisure, including reuse of certain existing entertainment and studio buildings;
- 2 new hotels: a corporate 4-star offer and the refurbished HQ building as a new event hotel and entertainment destination: and,
- 2 – 3 dedicated arts and culture buildings.

More specifically the SRF sets out a vision for the two tier concept as referenced in paragraph 2.5 above. The proposals relate to both The Village and the Sky, which are identified as:

- **VILLAGE:** A low-rise, intimate, mixed-use "Village", which reinstates the historic tight-street grain of the area. The Village incorporates a layering of uses including workspace, studio space, retail and leisure, together with a roofscape of residential uses and terraced gardens, providing activity and a 24 hour, 7 days a week, life to the new City Centre neighbourhood. The workspace will be aimed at Manchester's emerging economic growth sectors, including creative industries and TMT. Cultural and leisure facilities would form part of the mix of uses within the neighbourhood, generating footfall and

extending dwell time; these uses would significantly enhance the attractiveness of the scheme to occupiers within the growth sectors.

- SKY: A series of elegant residential towers that “float” over the “Village” and provide views across the City Centre. Taller buildings will be located to the west of the site, towards the River Irwell, where it has been established through the adoption of previous Strategic Regeneration Frameworks that there is scope to accommodate buildings of height.

### **Greater Manchester Strategy: Stronger Together (2013)**

The Greater Manchester Strategy, Stronger Together, is the sustainable community strategy for the Greater Manchester (GM) City Region.

It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) – the most robust analysis ever undertaken of a city, led by global experts. MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. The vision for Greater Manchester is that by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential led redevelopment of the sites represents a significant opportunity to capitalise on the City's existing assets, including to create an unique, safe, sustainable, healthy neighbourhood where people are happy to live and work – responding to the continued trend of a rise in City Centre living and flexible workspaces. By supporting new residential led development at the application site, a number of the GM Strategy's key growth priorities will be met, including:

- Reshaping our economy to meet global demands
- Creating the places and spaces that will nurture success
- Stimulating and reshaping our housing market
- Crafting a plan from growth to infrastructure

Supporting business growth with a strong integrated offer. One of the key principles running through the Greater Manchester Strategy is shaping a competitive economy for the Greater Manchester area. This is achieved through creating places that are attractive to business with strong connections to the wider area. The proposed lower levels of the blocks will provide retail and business space. The opportunity to collaborate with other businesses and benefit from clustering advantages may lead to some unique concepts being created on site. This will further strengthen the business economy within Manchester and contribute to promotion of St John's as well as an exciting place for new companies.

In relation to creating the conditions for growth to ensure that the City Region achieves its full potential, the Strategy states that a GM approach to meeting future housing and employment land requirements will be

developed taking into account viability, strategic fit, transport and other infrastructure implications of the demand for growth.

Recognising the challenges in meeting demand for new housing given past under-delivery, market difficulties, rising energy bills and the need to retrofit existing stock, the Strategy states that the City Region will continue to drive new thinking and innovation to ensure that Greater Manchester offers existing and potential residents a place to live that meets their expectations and which they can afford. The application site is ideally located to become a successful and attractive location within Greater Manchester and can contribute positively to the economic resurgence of the Manchester economy as it emerges from the recession.

### **Manchester Core Strategy (July 2012)**

The Core Strategy identifies Manchester City Centre as the strategic employment location and principal economic driver of the Greater Manchester, and indeed regional economy. This is largely due to the location of key assets within the City area. These include the Regional Centre, world class universities, knowledge economy, strong financial and professional services sector, a cluster of hospitals, Manchester Airport, a high representation of the growth sectors, good road accessibility and access to a skilled labour force. It provides the highest proportion of jobs in Greater Manchester and forecasts indicate that during the life of the Core Strategy growth will be disproportionately higher in Manchester than in other Greater Manchester authorities. Manchester also has twice the number of traditional employment premises (offices, industrial and warehouses) and 50% more floorspace than any of the other Greater Manchester Authorities.

A key spatial principle of the Core Strategy is that the regional centre of Manchester will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

### **Regeneration Context**

As described above the sites benefit from an excellent location within Manchester City Centre and are also situated in proximity to other key regeneration sites within Manchester and Salford.

### **Spinningfields**

Spinningfields is located directly to the north of the sites and is considered the distinctive commercial heart of the City home to a number of high profile companies operating on the international stage. The long-term approach to developing the estate by developer Allied London is reaching completion with construction of the XYZ Building having commenced in October 2014 and Planning Permission for 1 Spinningfields granted in January 2014 with demolition works on the existing Quay House completed in July 2015. PWC are due to relocate to 1 Spinningfields upon its completion.

Spinningfields has been a key location in the growth of the City Centre economy, and in turn that of the City Region, and is now established as a world class office destination for financial and professional services and a wider mix of uses including high quality civic, residential, hotel, leisure and retail space.

The area represents the largest city centre office scheme in the UK and is home to a prestigious range of tenants, including Bank of New York Mellon, Barclays, Pinsent Masons and the North West Head Quarters of RBS. Spinningfields is an award winning mixed-use development accommodating global businesses, fine eateries, luxury bars and high-end retailers in an architecturally impressive space that effortlessly combines business and pleasure.

### **Castlefield**

Castlefield is one of Manchester City Centre's most well established residential areas which has experienced a wholesale transformation from a state of part dereliction to housing the community that live there today. The district predominately includes converted apartments with interspersed new build developments and it attracts a wide range of professionals both as owner occupiers and renters who typically work and socialise within the City Centre.

The recommencement of work on the Potato Wharf scheme within Castlefield demonstrates the continued success of the area with construction restarting in November 2013. Potato Wharf Phases 1 and 2 completed in early 2015 and the scheme is currently fully sold out.

Castlefield is also home to the Museum of Science and Industry (MSI) which is one of Manchester's premier tourist attractions hosted within the former Liverpool Road Station, which was the first passenger transport terminus in the world. MOSI is located to the south of the site and attracted 657,763 visitors in 2013.

A key aspiration for St John's as a whole is to improve permeability between the wider city centre, Spinningfields and St John's to create greater connectivity to a previously segregated part of Manchester City Centre as Granada Studios. The redevelopment of the sites will assist in enhancing the activity of this area and links to the city centre core.

### **Salford Central, Salford**

Salford Central has a strategic location adjacent to the Salford-Manchester boundary to the north-west of the St John's area. The attractiveness of the area suffered as a result of the large number of vacant sites, neglected buildings and the extensive areas of commuter car parking. The area was in need of significant investment and its strategic location offered enormous potential to secure comprehensive, sustainable regeneration.

The wider area, known as the Chapel Street Corridor, has been targeted by Salford City Council through a major integrated urban initiative which is aimed at securing the economic, physical and social renewal of the historic core of the City of Salford.

The £650million Salford Central project led by Muse Developments and the English Cities Fund has delivered a number of schemes in recent years. These include the 125,000sq. ft One New Bailey office development, which started in site in late 2014 and the Vimto Gardens residential scheme which has already delivered 68 luxury apartments. Additionally, the New Bailey multi-storey car park opened in early 2015.

The impact of the comprehensive regeneration in the area has been to attract young professionals to this area of Salford, which benefits from its proximity to Manchester. Similar to the aforementioned Castlefield it is considered that there is potential for increased footfall to St John's from these residential areas.

## **Economic Rationale**

### **Key Sectors and Growth**

The New Economy Greater Manchester Key Facts series provides an update on a range of socio-economic indicators for Greater Manchester. The most recent report published in March 2015 update sets out that Business, Financial & Professional Services is a key sector for Greater Manchester's economy together; outside of London, Greater Manchester is the UK's main centre for this sector, employing 265,000 people and generating £12.8 billion of GVA annually.

Additionally, the Creative and Digital Industry is an emerging sector within the region. Greater Manchester has the UK's largest cultural and creative cluster outside London employing 62,000 people and generating GVA of £3.0 billion per year. Furthermore, Manchester has a good reputation for business and entrepreneurship demonstrated through the fact that in 2013 there were 14,705 new businesses created in Greater Manchester.

Manchester City Centre and the Regional Centre are drivers for Business, Financial & Professional Services, principally because they are home to a critical concentration of key assets. These include world class universities, a strong professional and financial services sector, strong transport accessibility and access to skilled labour.

The findings of the most recent release of the Greater Manchester Forecasting Model, produced by Oxford Economics in November 2014, identify that key growth sectors are expected to be in the private sector, comprising ICT, professional services, administration, accommodation and food, and arts employment; providing 44,000 new jobs in Manchester and Salford.

### **Socio-Economic Context**

Manchester is a national engine of economic growth with a population of more than 500,000, sitting at the heart of a conurbation of 3 million people in the north of England. The City's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. More recently the city, recognising the dynamics of global market changes, has invested heavily in new sectors of growth – advanced manufacturing, biotechnology and life sciences – and working closely with The University of Manchester, has created new opportunities for sustained future growth, including the development of a global network of alliances and partnerships throughout the world.

Reflecting this phase of economic growth, Manchester (local authority) saw its population grow by 16.9% between 2003 and 2014, more than double the UK average over the same period, reflecting Manchester's transformation over the last 20 years into a vibrant European City. The

expanding opportunities in professional and business services sectors and the type of demographic that has significantly fuelled that growth (24-39 years), combined with the ever increasing attraction of the City as a place to live and work and has been reflected in the patterns of growth in the housing market: between 2003 and 2013. During this time, the number of residential units in the City Centre grew by over 10,000 (262%) and an additional 4,000 units were delivered at the edge of the City Centre.

The national economy is now within a new growth cycle. While Manchester, because of its diversified and expanding business base, has been relatively resilient over these last few years during the economic recession, the City is experiencing a surge of economic and population growth.

Manchester's GVA is forecast to grow by 30% between 2014 and 2024, a higher growth rate than the 28% projected nationally. Between 2014 and 2024, it is forecast that Manchester will have 43,000 net new jobs and contribute £67 billion to GVA (a 3.1% increase per annum). Key growth sectors include those where Manchester already has a strong offer and / or the assets to support further growth, including ICT, professional services, scientific and technical activities, accommodation and food, arts employment and real estate activities.

The 91,000 jobs projected across Greater Manchester (2014-2024) (GM) will provide another surge in the growth of the City's economy. The increase in higher paid business and professional services employment which supported the growth of the young professional group in the city will be sustained over the next ten years.

It is now clear that Manchester is projected to experience strong population and economic growth over the coming years. This together with well documented trends and changes in household formation will fuel an increase in demand for accommodation. The most recent figure provided within the Residential Growth Strategy adopted by Manchester City Council in March 2016 suggests that a minimum of 25,000 homes is required over the next ten years.

Manchester has already demonstrated its ability to successfully accommodate and absorb a significant number of new residential units within a relatively short period of time to respond to economic growth. Whilst there have been a number of new starts in recent years, occupancy rates are still very high in the City Centre as a result of a lack of supply and high demand. It is therefore essential that the City maximises the new opportunities for growth and investment to avoid being left behind.

Due to constraints on development and mortgage finance, along with the availability of public funding to support housing development, the pace of new housing delivery and the wider housing market has significantly slowed down. The number of new homes being delivered in the City reduced from over 5,000 in 2007/8 to fewer than 1,000 in 2011/12. Furthermore, the average completions between 2002 and 2015 was 1,238 units per annum which is significantly below Manchester City Council's target of 2,500 units per year.

As a consequence, occupancy rates are at high levels fuelled increasingly by the private rented sector, and there is a significant level of pent up demand for new housing which will further fuel accelerated levels of housing delivery over the coming years. There is a significant mismatch at present between

supply and demand of suitable accommodation to meet the needs of a growing population and workforce. This has resulted in fast increasing rents.

The Greater Manchester Strategy recognises the need to make Greater Manchester an investment destination of choice. Creating high quality places is seen as critical to its success - neighbourhoods must be sufficiently attractive to attract and retain the diverse labour market required to support GM's growth objectives.

Recent market intelligence has indicated that the City Centre will continue to expand and:

There will be a further dramatic increase in 25-39 year old workers, who supported much of the City's housing growth in the most recent growth cycle.

The 50,000 additional jobs forecast by 2023 will provide another surge in the growth of the City's economy.

The increase in higher paid business and professional services employment which supported the growth of the young professional group in the City will be sustained over the next ten years.

In the City Centre and former city fringe, around 90% of the population is aged between 16 and 44, and over the next ten years it is forecast that this age group will increase by 10,000. This needs to be supported as it is this age group that is reflecting growth in the professional, scientific and technical sector and which will begin to further enhance productivity and prosperity in the city. This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, transport networks in well-managed accommodation built for that purpose.

A range of economic and supply chain regeneration benefits will be delivered as a result of new housing development within the City Centre, including construction jobs, local recruitment, developing skills to meet employer demands, and raising aspirations among young people.

The proposals will provide much needed housing to meet the needs of a growing population. The generously proportioned units will meet best practice guidance and further promote effective regeneration within Manchester.

### **Residential Growth Prospectus**

Recognising the critical relationship between housing and economic growth, Manchester City Council is in the process of preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point is the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looks to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.

The Prospectus sets out how the Council proposes to work in order to encourage accelerated housing growth and guide the delivery of stable and attractive neighbourhoods offering quality housing that will retain and

attract those people who are fundamental to creating economic success / wealth. It has been developed with the aim of providing the development industry and other key stakeholders with a clear message regarding the City's ambitions for future housing growth.

The core principle running through the document is that there is a requirement to build more new homes in order to support future growth and the Council is actively looking to adopt measures to enable this.

Six principles inform the Housing Prospectus:

- Building more new homes – with a growing population there is a need to provide high quality homes for sale and rent to meet future demand.
- Creating pathways to home ownership – the aim to deliver more homes with mortgage products people can afford to buy, enabling them to play a bigger role in the City's economy.
- Developing a quality private rented sector (PRS) – good quality, well managed accommodation to rent makes an important contribution to the City's housing, accounting for over half of all economically active households in the city centre and fringe.
- Bringing empty homes back into use – when housing is in short supply there is yet further emphasis upon tackling empty properties.
- Ensuring that the Council's planning framework and policies provide the appropriate support for residential growth.
- Developing a strong sense of place and high quality neighbourhoods – sustainable neighbourhoods require much more than new housing development.

A key aspect of the Council's supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

In the wake of the transformational Devolution Agreement in November 2015, which provided a framework for new housing related powers and a £300m recyclable housing fund for Greater Manchester, an updated Residential Growth Strategy was endorsed for consultation by the Council's Executive in November 2015 and approved in March 2016.

The strategy builds upon the Draft Residential Growth Prospectus and sets out a number of housing growth priorities to meet the City's ambitions for sustainable growth. These are:

- Increase house building on existing and new sites.
- Improve the quality and sustainability of the City's housing.
- Increase opportunities for home ownership.

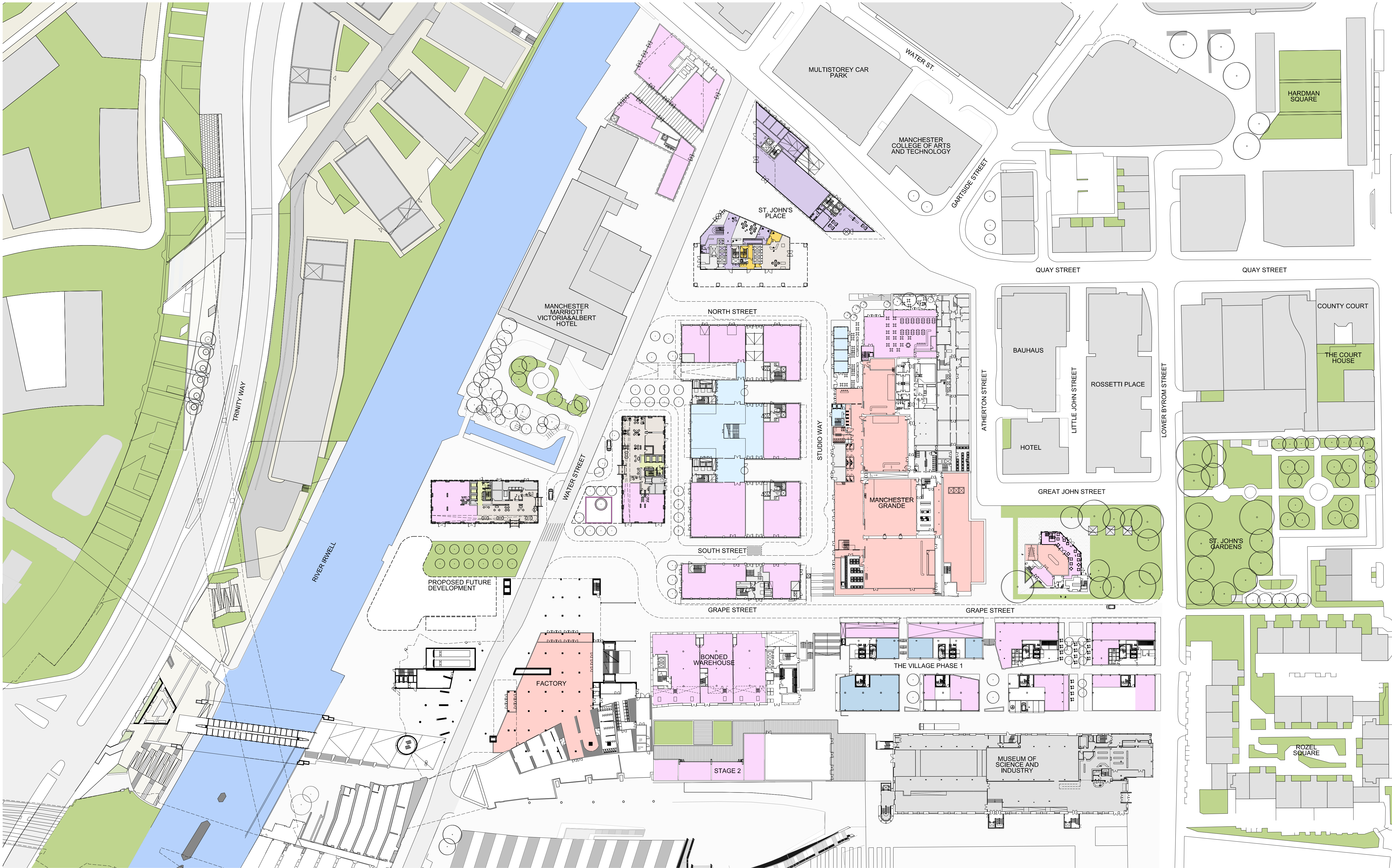
- Expand the family housing offer.
- Professionalise the private rented sector across the City.
- Provide appropriate housing options for retirement living.

The proposals represent an opportunity to partially address the requirement through bringing a site to market in a key City Centre location.

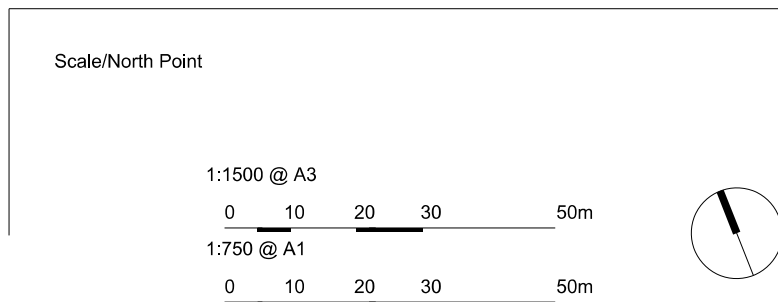
## **Conclusion**

The proposals will involve the redevelopment of the sites to provide a layered mixed use community with retail uses on the lower, above which are workspace / office use with residential uses on the upper floors. The proposals include two residential towers, which will significantly contribute towards meeting the new housing needs of Manchester City Centre.

# Appendix B: Masterplan



- KEY**
- COMMERCIAL
  - OFFICE
  - PUBLIC / ENTERTAINMENT
  - AMENITY
  - HOTEL
  - RED LINE APPLICATION BOUNDARY



DENTON  
CORKER  
MARSHALL

**ST JOHN'S PRS  
T1 CENTRAL VILLAGE**  
Drawing Title  
**MASTERPLAN**  
Drawing Number  
**6510-2-SK-185**

Date 20.10.2016



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# Appendix B – Original and Revised Planning Condition Wording

In addition, the Addendums to the Planning Statement, Design and Access Statement and EIA submitted in support of this minor material amendment application should also be listed as approved documents within Condition 2. The revised wording of condition 2 is as follows:

## Condition 2 – Approved Drawings

*2) Condition 2 (Approved Plans) of planning permission 121511/FO/2018 hereby granted consent gives approval to the following drawings:*

*SJQ-600-CTA-XX-B02-DR-A-07100 Rev 07 GENERAL ARRANGEMENT PLAN - BASEMENT B02 FLOOR PLAN; SJQ-600-CTA-XX-B01-DR-A-07101 Rev 08 GENERAL ARRANGEMENT PLAN - BASEMENT B01 FLOOR PLAN; SJQ-600-CTA-XX-L00-DR-A-07102-P07 LEVEL 00 FLOOR PLAN GENERAL ARRANGEMENT; SJQ-600-CTA-XX-L00M-DR-A-07103-P07 MEZZANINE FLOOR PLAN GENERAL ARRANGEMENT; SJQ-600-CTA-XX-L01-DR-A-07104 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 01 FLOOR PLAN GENERAL; SJQ-600-CTA-XX-L02-DR-A-07105 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN; SJQ-600-CTA-XX-L03-DR-A-07106 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 03 FLOOR PLAN; SJQ-600-CTA-XX-L04-DR-A-07107 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 04 FLOOR PLAN; SJQ-600-CTA-XX-L05-DR-A-07108 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 05 FLOOR PLAN; SJQ-600-CTA-XX-L06-DR-A-07109 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 06 FLOOR PLAN; SJQ-600-CTA-XX-L07-DR-A-07110 Rev 06 GENERAL ARRANGEMENT PLAN - LEVEL 07 FLOOR PLAN; SJQ-600-CTA-XX-L08-DR-A-07111 Rev 07 GENERAL ARRANGEMENT PLAN - LEVEL 08 FLOOR PLAN; SJQ-600-CTA-XX-L09-DR-A-07112-P08 LEVEL 09 FLOOR PLAN GENERAL ARRANGEMENT; SJQ-600-CTA-XX-LRF-DR-A-07113-P07 LEVEL 10 (ROOF) FLOOR PLAN GENERAL ARRANGEMENT; SJQ-600-CTA-XX-XX-DR-A-07200-P08 PROPOSED EAST ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07202-P08 PROPOSED WEST ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07201 Rev 06 PROPOSED SOUTH ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07203-P07 PROPOSED NORTH ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07204-P06 PROPOSED SOUTH ELEVATION, BLOCK 03; SJQ-600-CTA-XX-XX-DR-A-07205-P06 PROPOSED NORTH SECTION / ELEVATION, BLOCK 03; SJQ-600-CTA-XX-XX-DR-A-07206-P06 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 02; SJQ-600-CTA-XX-XX-DR-A-07207-P06 PROPOSED NORTH SECTION / ELEVATION, BLOCK 02; SJQ-600-CTA-XX-XX-DR-A-07208-P06 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 01; SJQ-600-CTA-XX-XX-DR-A-07209 Rev 05 PROPOSED NORTH ELEVATION No.1 Grape Street; SJQ-600-CTA-XX-XX-DR-A-07300 Rev 05 PROPOSED SECTION A-A; SJQ-600-CTA-XX-XX-DR-A-07301-P06 SECTION B-B; SJQ-600-CTA-XX-XX-DR-A-07400 Rev 05 DETAILED ELEVATION STUDY; SJQ-600-CTA-XX-XX-DR-A-07502 Rev 06 NEW RED LINE APPLICATION BOUNDARY OPTION 2*

Conditions that have been discharged as part of the consented planning permission are outlined below and have been provided with new wording to reflect this Minor Material Amendment application:

## Condition 3 – Samples

*3) Prior to the commencement of each building within the development, other than enabling works comprising demolition, piling and construction of the sub structure, a programme for the issue of samples and specifications of all material to be used on all external elevations of each building shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of each building within the development to include jointing and fixing*

*details and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.*

The new condition wording should be set out as follows:

*3) The development shall hereby be constructed in accordance with the submitted details, together with sample panels and other materials viewed on site and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

*. The submitted documents include:*

*- Phasing Plan Reference SJQ-600-CTA-XX-L00-DR-A-07504;*

*- Samples Approval document dated February 2020, prepared by Chapman Taylor;*

*- Quality Control Techcrete document and supporting memo dated 18 February 2020, prepared by Techrete;*

*- MGY Sample Locations and Schedule of Materials prepared by Lend Lease.*

### **Condition 8 – Vehicular access and car parking**

*8) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until full details of the design of the car park entrance, together with access management arrangements, has been submitted to, and approved in writing by the City Council, as local planning authority*

The new condition wording should be set out as follows:

*8) The development shall hereby be constructed in accordance with Car Park Entrance Strategy prepared by Allied London and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

### **Condition 10 – Secure by Design**

*10) Before the development commences, other than enabling works comprising demolition, piling and construction of the sub structure, or within a timescale as otherwise agreed in writing by the City Council, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.*

The new condition wording should be set out as follows:

*10) The development shall hereby be constructed in accordance with the submitted letter from Secure By Design Officers, confirming that the Secure By Design process has been initiated and initial meetings have been held and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

### **Condition 18 – Construction Management Plan**

*18) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as determined by planning condition 19) will be submitted to*

*and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.*

The new condition wording should be set out as follows:

*18) The development shall hereby be constructed in accordance with the submitted Construction Management Plan, MGY, Globe & Simpson, New Combined Sewer & Multi Utility Trench REV 05 containing an Air Quality Impact Assessment and wheel washing details prepared by Lend Lease dated 09/09/19, email from Michael Percival On 19/07/2019 in relation to Air Quality Management and Wheel Washing and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## **Condition 22 – Air Quality Impact Assessment**

*22) No construction shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.*

The new condition wording should be set out as follows:

*22) The development shall hereby be constructed in accordance with the submitted Construction Management Plan, MGY, Globe & Simpson, New Combined Sewer & Multi Utility Trench REV 05 containing an Air Quality Impact Assessment and wheel washing details prepared by Lend Lease dated 09/09/19, email from Michael Percival On 19/07/2019 in relation to Air Quality Management and Wheel Washing and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## **Condition 24 – Piling**

*24) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.*

The new condition wording should be set out as follows:

*24) The development shall hereby be constructed in accordance with the submitted Hydrological and Dewatering Risk Assessment dated October 2018; Phase 2 Site Investigation and Piling Risk Assessment dated October 2018; email from Michael Percival dated 19/06/2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## **Condition 26 – Surface Water Drainage**

*26) Prior to the commencement of any development, other than enabling works comprising demolition, piling and construction of the sub structure, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.*

The new condition wording should be set out as follows:

*26) The development shall hereby be constructed in accordance with the submitted Drainage Strategy dated 01.05.2019; Overland Flow Routes Plan dated 25.06.2019; email from Michael Percival dated 25.06.2019, including drainage details prepared by Curtins and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## Condition 31 – Waste Management

*31) No development shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all uses, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.*

The new condition wording should be set out as follows:

*31) The development shall hereby be constructed in accordance with Discharge of Pre-Commencement Conditions (Ref. VN81132) and Appendix A-D prepared by Vectos and dated April 2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## Condition 32 – Servicing Strategy

*32) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.*

The new condition wording should be set out as follows:

*32) The development shall hereby be constructed in accordance with Discharge of Pre-Commencement Conditions (Ref. VN81132) and Appendix A-D prepared by Vectos and dated April 2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## Condition 36 – Site Remediation Strategy

*36) No development hereby approved shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:*

*1. A preliminary risk assessment which has identified:*

*\* all previous uses*

*\* potential contaminants associated with those uses*

*\* a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.*

The new condition wording should be set out as follows:

*36) The development shall hereby be constructed in accordance with the submitted Hydrological and Dewatering Risk Assessment dated October 2018; Phase 2 Site Investigation and Piling Risk Assessment dated October 2018; email from Michael Percival dated 19/06/2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## Condition 39 – Archaeology

*39) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with*

*Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:*

*1. A phased programme and methodology of investigation and recording to include:*

- evaluation trenching*
- informed by the above, targeted archaeological excavation*
- a targeted archaeological watching brief*

*2. A programme for post investigation assessment to include:*

- analysis of the site investigation records and finds*
- production of a final report on the significance of the archaeological and historical interest represented.*

*3. A scheme to disseminate the results of the archaeology to the local and wider community, commensurate with their significance.*

*4. Provision for archive deposition of the report and records of the site investigation.*

*5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.*

The new condition wording should be set out as follows:

*39) The development shall hereby be constructed in accordance with the submitted Written Scheme of Investigation for an Archaeological Evaluation at Manchester Goods Yard, Manchester dated 5th of May 2018; Archaeological Excavation Report dated July 2019; St. John's: Publication Fee Proposal (redacted), dated 24th of June 2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## **Condition 40 – TV reception**

*40) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:*

*a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Radio and TV Reception Impact Assessment, before development commences, other than enabling works comprising demolition, piling and construction of the sub structure. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.*

The new condition wording should be set out as follows:

*40) The development shall hereby be constructed in accordance with the submitted Baseline Television Signal Survey & Television Reception Impact Assessment Manchester Goods Yard Development, dated 27/08/2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

## **Condition 41 – Smoking**

*41) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a strategy for the management of smokers has been submitted to, and approved in writing by, the City Council, as local planning authority.*

The new condition wording should be set out as follows:

*41) The development shall hereby be constructed in accordance with the submitted St Johns Management of Smokers Document and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

#### **Condition 45 – Wheel cleaning**

*45) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.*

The new condition wording should be set out as follows:

*45) The development shall hereby be constructed in accordance with the submitted Construction Management Plan, MGY, Globe & Simpson, New Combined Sewer & Multi Utility Trench REV 05 containing an Air Quality Impact Assessment and wheel washing details prepared by Lend Lease dated 09/09/19, email from Michael Percival On 19/07/2019 in relation to Air Quality Management and Wheel Washing and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

#### **Condition 46 – Commencement of works**

*46) The demolition hereby permitted shall not be undertaken before either a) a contract has been made for the carrying out of the building works for each phase of the redevelopment of the site to which such demolition relates, which is the subject of this application (ref 121511/FO/2018) or, b) evidence of funding has been provided for those same works. Evidence of that contract for each phase of the development shall be supplied to the City Council as local planning authority. Should the main contract construction works not have commenced within 12 months of the demolition, then the area of the site within the red line boundary which is the subject of this application that has been affected by such development will be restored to a public park until such time as the main contract construction works commence.*

The new condition wording should be set out as follows:

*47) The development shall hereby be constructed in accordance with the submitted Infrastructure Works Contract MQL and Lend Lease (Europe) Limited dated May 2018; Contract for Remediation with Green Remediation and MQL dated June 2018 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

#### **Condition 48 – Traffic management**

*48) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a strategy for internal service road arrangements, including traffic calming, loading and pedestrian / cycle segregation has been submitted to and agreed in writing by the City Council as local planning authority.*

The new condition wording should be set out as follows:

*48) The development shall hereby be constructed in accordance with Phasing Plan Reference SJQ-600-CTA-XX-L00-DR-A-07504 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*

#### **Condition 49 – Local Labour Agreement**

*49) (a) Prior to the commencement of development, other than enabling works comprising demolition, piling and construction of the sub structure, details of a local labour agreement, that shall demonstrate a*

*commitment to the recruitment of local labour for the construction phase of the development, shall be submitted to and approved in writing by the City Council, as local planning authority.*

*(b) The document approved under part (a) above shall be fully implemented as part of the construction phase of the development.*

*(c) Prior to the use of the development first commencing, other than enabling works comprising demolition, piling and construction of the sub structure, details of a local labour agreement that shall demonstrate a commitment to the recruitment of local labour for the operational phase of the development shall be submitted to and approved in writing by the City Council, as local planning authority.*

*(d) The document approved under part (c) above shall be fully implemented as part of the operational phase of the development.*

*(e) Within one month of the completion of construction works, details of the results of the scheme approved under part (a) shall be submitted to the City Council as local planning authority for consideration.*

*(f) Within six months of the use of the development first commencing, details of the results of the scheme approved under part (c) shall be submitted to the City Council as local planning authority for consideration.*

The new condition wording should be set out as follows:

*49) The development shall hereby be constructed in accordance with the submitted Local Labour Agreement Undertaking, Manchester City Council, dated 11/03/2019 and shall remain in place thereafter until completion of completion of the project. The development hereby approved shall be carried out in accordance with the approved details.*



# Deloitte.

## Real Estate

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